

Council meeting agenda

Thursday, December 12, 2024

10:30 AM

**Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> Webinar ID: 615 079 992 or 888-475-4499 (toll free)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 24-5443 For The Purpose Of Adding Or
Amending A Total Of Six Projects To The 2024-27 MTIP To
Meet Federal Project Delivery Requirements

[RES 24-5443](#)

Attachments: [Resolution 24-5443](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

- 3.2 Resolution No 24-5435 For the Purpose of Directing Staff to Develop Metro Code and Administrative Rule Language to Prohibit the Landfill Disposal of Commercial Food Waste Generated Within the Region Effective January 1, 2027 [RES 24-5435](#)

Presenter(s): Holly Stirnkolb (she/her), Principal Solid Waste Planner

Attachments: [Resolution no. 24-5435](#)
[Staff Report](#)

- 3.3 Consideration of the October 17, 2024 Council Meeting Minutes [24-6176](#)

Attachments: [Minutes](#)

- 3.4 Consideration of the November 7, 2024 Council Meeting Minutes [24-6178](#)

Attachments: [Minutes](#)

- 3.5 Consideration of the November 21, 2024 Council Meeting Minutes [24-6182](#)

Attachments: [Minutes](#)

- 3.6 Consideration of the December 5, 2024 Council Meeting Minutes [24-6183](#)

Attachments: [Minutes](#)

4. Resolutions

- 4.1 Resolution 24-5437 For the Purpose of Metro Council's Acceptance of the Results of the Independent Audit for Financial Activity During Fiscal Year Ending June 30, 2024 [RES 24-5437](#)

Presenter(s): Brian Evans (he/him), Metro Auditor,
Caleb Ford, Deputy CFO
Ashley Osten (she/hers) Moss Adams, LLC

Attachments: [Resolution No. 24-5437](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

- 4.2 Resolution No. 24-5445 For The Purpose Of Approving [RES 24-5445](#)
Funding For Parks And Nature Bond Large Scale
Community Visions Program

Presenter(s): Jon Blasher (he/him), Parks and Nature Director
Linda Bartolini Venegas (she/her), Large-scale Community
Visions Program Coordinator

Attachments: [Resolution No. 24-5445](#)
[Staff Report](#)

- 4.2.1 Public Comment for Resolution No. 24-5445

5. Ordinances (First Reading and Public Hearing)

- 5.1 Ordinance No. 24-1523 For the Purpose of Amending Title [ORD 24-1523](#)
6 of the Urban Growth Management Functional Plan to
Require Local Adoption of Boundaries for Centers on the
2040 Growth Concept Map

Presenter(s): Glen Hamburg, Senior Regional Planner, Metro

Attachments: [Ordinance No. 24-1523](#)
[Staff Report](#)
[Attachment 1](#)
[Exhibit A](#)
[Exhibit B](#)

- 5.1.1 Public Hearing for Ordinance No. 24-1523

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metro의差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិយ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminare

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntawm lub rooj sib tham.

**3.1 Resolution No. 24-5443 For The Purpose Of Adding Or
Amending A Total Of Six Projects To The 2024-27 MTIP To
Meet Federal Project Delivery Requirements**
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
AMENDING, A TOTAL OF SIX PROJECTS
TO THE 2024-27 MTIP TO MEET
FEDERAL PROJECT DELIVERY
REQUIREMENTS.**

) RESOLUTION NO. 24-5443
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Clackamas County's new \$330,000 Safe Streets For All Civil Rights and Community planning grant project is being added to the MTIP and STIP for historical accounting purposes and to meet transparency requirements; and

WHEREAS, the Oregon Department of Transportation (ODOT) has completed preliminary engineering for their next allocation of American with Disabilities Act curb and ramps upgrades and is moving forward now to add the construction phase of approved site locations to the MTIP and STIP allowing construction to begin during FFY 2025; and

WHEREAS, ODOT has resolved the construction bid issue delaying the Interstate 5 electrical components operations and maintenance upgrades project which now requires reprogramming in the MTIP and STIP to enable the construction phase to re-obligate the project's funds for construction to begin during FFY 2025; and

WHEREAS, TriMet and the city of Portland are moving forward to extend the Portland Streetcar service to Montgomery Park which requires adding the project's Preliminary Engineering and an Other phase to the MTIP and STIP to establish a required Federal Transit Administration (FTA) pre-award authorization clock while TriMet continues their efforts to secure a FTA Small Starts Capital Investment Grant for the construction phase; and

WHEREAS, the ODOT Public Transportation Division is completing a funding reduction adjustment per a FTA allocation revision and approval from the Oregon Transportation Commission for awarded funds to TriMet in support of transit services to the special needs, seniors, and other transit-dependent populations; and

WHEREAS, the programming updates to the six projects are stated in Exhibit A to this resolution; and

WHEREAS, on November 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 21, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopt this resolution to amend, cancel, or add the six projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 12th day of December 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
November FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: NV25-02-NOV

The November Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements for November 2024. The amendment bundle contains six projects. This amendment adds four new projects and amends two existing projects primarily completing funding adjustments to the existing projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the six projects includes the following:

1. Projects Being Canceled from the 2024-27 MTIP and STIP: None.

2. New Projects Being Added to the 2024-27 MTIP and STIP:

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):** The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.
- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):** The formal amendment adds the new ADA curb and ramps upgrades construction phase portion to the MTIP. Preliminary Engineering was completed through Key 22978. A list of the proposed curb and map improvement site locations is included with the MTIP worksheet. Approval from the Oregon Transportation Commission is required and is scheduled to occur during their December 4, 2024 meeting. With no issues expected at OTC, concurrent processing is authorized to initiate MTIP and STIP programming actions. OTC approval is scheduled to occur before final Metro Council approval on December 12, 2024.
- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT):** This is a non-MPO state project grouping bucket (PGB) that is providing the construction phase funding to Key 23692 above. \$10,850,000 is being split from Key 23043 and committed to Key 23692.

- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT):** This project is being re-added to the MTIP and STIP. The PE and construction phases previously obligated under the 2021-24 MTIP and STIP. As a result, the project was not carried over into the 2024-27 MTIP and STIP as no further obligations needed to occur. However, the construction bids came in much higher than expected resulting in a delay to the construction phase. The delay was significant enough that the construction had to be de-obligated. Now resolved, the construction phase can move forward. The project must be first re-added to them MTIP and STIP before the construction phase can complete a re-obligation. The construction phase is expected to re-obligate during FFY 2025. Please note that this project is an operations and maintenance type project and not related to the I-5 Interstate Bridge Replacement project.
- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet):** The formal amendment adds the Preliminary Engineering and Other phase with local funding to the MTIP. TriMet is moving forward to secure a FTA Small Starts Capital Investment Grant (CIG) for the construction phase. Adding the project now to the MTIP and STIP will allow the pre-award authorization clock to be established enabling the local funds committed to PE and the other phase to count as part of the required match to the Small Starts grant. The programming action also enables TriMet the ability to initiate the streetcar vehicle procurement process with FTA. A total of \$41 million dollars of local funds are being added to the MTIP and TSIP for the project. The preliminary estimated total project cost is \$186 million dollars.

3. Existing Projects Being Amended as Part of the November FFY 2025 Formal Amendment Bundle:

- **Project Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction (ODOT):** The Non-MPO State PGB the construction phase funding to Key 23692 as described in the New Projects section.
- **Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26~~**
Oregon Transportation Network - TriMet FFY26 (ODOT): The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. ODOT Public Transportation Division remains as lead agency to initiate the funding flex transfer to FTA. TriMet will then complete their TrAMS grant application to obligate and expend the funds.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 November Formal MTIP Amendment bundle of projects. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review compliance areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5443

November FFY 2025 Regular Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: NV25-02-NOV

Total Number of Projects: 6

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

Category: Adding New Projects to the 2024-2027 MTIP (includes split transfer from Key 23043)

(#1) ODOT Key # 23738 MTIP ID TBD <i>New Project</i>	Clackamas County	Supplemental Planning: Civil Rights & Community	This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.	<u>ADD NEW PROJECT:</u> The formal MTIP amendment adds the FFY 2023 Safe Streets For All discretionary planning grant to the MTIP for Clackamas County.
(#2) ODOT Key # 23692 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	ODOT project groping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ODOT Region 1 project grouping bucket (PGB) supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on multiple locations. A copy of the proposed site locations is included at the end of the MTIP worksheet. Funding for the project is sourced from a fund split from Key 23043.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23043 MTIP ID 71410	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	ADA program funding for future construction activities. Projects to be identified at a later date.	<u>SPLIT PROJECT:</u> The formal amendment splits \$10,850,000 from this PGB and commits the funding to Key 23602 (previous project) to support construction activities for the new ADA Curb and Ramps project. Key 23043 is a non-MPO PGB and included in the amendment bundle for informational purposes.
(4) ODOT Key # 22316 MTIP ID 71235	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	<u>RE-ADD PROJECT:</u> The formal amendment re-adds the project to the MTIP and STIP enabling the construction phase to re-obligate it's funds and proceed forward.
(#5) ODOT Key # 23769 MTIP ID TBD <i>New Project</i>	TriMet	Portland Streetcar Montgomery Park Extension	Extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades	<u>ADD NEW PROJECT:</u> The formal amendment adds the PE and Other phases to the MTIP and STIP. PE will complete necessary project development activities (e.g. NEPA and final design). The other phase contains funding to support the require streetcars to support the route expansion. This action allows the FTA pre-award authorization clock to be established as TriMet continues their effort to secure a FTA Small Starts Capital Investment Grant (CIG). The city of Portland is anticipated to provide construction phase delivery and completion.

Category: Existing MTIP Projects Being Amended				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
ODOT Key # 23043 MTIP ID 71410	ODOT	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	ADA program funding for future construction activities. Projects to be identified at a later date.	<u>SPLIT PROJECT:</u> See project #3 entry in the new project section that supports adding the new ADA Curb and Ramps project on 23692.
(#6) ODOT Key # 23026 MTIP ID 71382	ODOT	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<u>REDUCE FUNDS:</u> Reduce the authorized funding per FTA and OTC action. The authorized funding decreases from \$5,536,725 to \$4,094,547.

Proposed Amendment Review and Approval Steps	
Date	Action
November FFY 2025 (NV25-02-NOV) Formal Ammendment estimated processing and approval timing	
Tuesday, October 29, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, November 1, 2024	November 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, November 21, 2024	November JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Wednesday, November 27, 2024	End the 30-day public comment period.
Wednesday December 4, 2024	Oregon Transportation Commission meeting. Required for approval the new ADA curb and ramps upgrade project in Key 23692.
Thursday, December 12, 2024	Metro Council meeting. Request final Metro approval for the July #1 MTIP Formal Amendment bundle under amendment NV25-02-NOV. (Proposed to be a Consent Calendar item.)
Wednesday, December 18, 2024	Submit final Metro approved FFY 2025 November Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late January, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new SS4A planning
 project to the MTIP

Project #1

Project Details Summary

ODOT Key #	23738	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:	24-27-1737	DIR RECIPIENT	

Summary of Amendment Changes Occurring:

The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is under direct recipient delivery rules. Clackamas County is working directly with FHWA to delivery the project without ODOT oversight. The project is already obligated through the USDOT DELPHI system. The project will be amended into Metro's SFY 2025 UPWP as an external led (non-Metro funded) planning project. The award is from the SS4A 2023 grant cycle.

Project Name: Supplemental Planning: Civil Rights & Community

Lead Agency:	Clackamas County	Applicant:	Clackamas County	Administrator:	FHWA
Certified Agency Delivery:	YES	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES

Short Description:

This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

MTIP Detailed Description (Internal Metro use only):

A_USDOT Safe Streets For All discretionary planning grant award (UEI = NVWKA VB8JND6) FFY 2023 funding cycle to Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules

STIP Description:

This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	Planning - Other		Planning
ODOT Work Type:	PLANNG		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC--SS4A23	ACP0	2024	\$ 330,000						\$ 330,000
									\$ -
Federal Totals:			\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 82,500						\$ 82,500
Other	OTH0	2024	\$ 1,405						\$ 1,405
Local Totals:			\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Total Estimated Project Cost									\$ 413,905
Total Cost in Year of Expenditure:									\$ 413,905

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 82,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 83,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,905
Total	\$ 413,905	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,905
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	79.73%	0.0%	0.0%	0.0%	0.0%	0.0%	79.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.27%	0.0%	0.0%	0.0%	0.0%	0.0%	20.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							USDOT
EA End Date:							FMIS or TRAMS
Known Expenditures:							DELPHI
				Estimated Project Completion Date:		12/31/2026	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Is the project delivery a direct recipient?		Yes	How will or did the obligation occur:			DELPHI through USDOT	

Fiscal Constraint Consistency Review							
1. What is the source of funding? A discretionary Safe Streets For All FFY 2023 cycle award from USDOT							
2. Does the amendment include changes or updates to the project funding? Yes, new SSFA warded funding is being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SSFA project award list.							
4. Did the funding change require OTC, ODOT Director, ODOT program manager, or other approval? Yes, USDOT approval was required.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Mot Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Note: The planning project is applicable to the Clackamas County area.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	D	Project implementation in progress.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X		X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 11103 - Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **Not currently, but an amendment will occur to add the project to the SFY 2025 UPWP.**
- 3a. If yes, is an amendment required to the UPWP? **Yes.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes. Concurrent processing between the MTIP and UPWP is authorized**
- 3c. What is the UPWP category (Primary Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro federally funded regionally significant external project.**
4. Applicable RTP Goal:
Goal # 2 - Safe System:
 Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
Goal #3 - Equitable Transportation:
 Objective 3.1 - Transpiration Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-SS4A23	Federal Advance Construction funds assigned to the project with the expected later conversion will be the designated Safe Streets for All fund code.
Other	General local funds committed to the project above the minimum match requirement to cover phase costs.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	100.00%	413,905.00	0.00%	330,000.00	0.00%	0.00	0.00%	83,905.00
	PL Totals		100.00%	413,905.00		330,000.00		0.00		83,905.00
	Grand Totals			413,905.00		330,000.00		0.00		83,905.00



Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Eugene	The First and Last Mile Study: Advancing Safety and Mobility for All Road Users in Eugene	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$384,000
City of Medford	Medford Oregon Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$400,000
City of Salem	Salem Oregon Vision Zero Plan and 20-is-Plenty Project	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$2,800,000
City of Stayton, Oregon	City of Stayton Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Umatilla	City of Umatilla Roadway Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$139,840
Clackamas County Department of Transportation and	Supplemental Planning for Civil Rights and Community Engagement in the Clackamas	Develop Action Plan as well as Demonstration or Other Supplemental	Urban	\$330,000



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new Region 1 ADA
 Construction PGB to the MTIP

Project #2

Project Details Summary

ODOT Key #	23692	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:	24-27-1396		

Summary of Amendment Changes Occurring:

The formal amendment adds the new ODOT Region 1 project grouping bucket supporting ADA curb and ramp safety upgrades. UR and construction phases are being added. The PE phase was completed through Key 22978. The propose site locations are on I-5 and OR10. A copy of the proposed site locations is included at the end of the worksheet. Funding for the project is sourced from a fund split from Key 23043. Key 23043 is a non-MPO ODOT funded general ADA construction phase project grouping bucket. A copy of the adjustment to Key 23043 is included as part of the amendment bundle

Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Construct curb ramps on I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217, to meet compliance with the American with Disabilities Act (ADA) standards.

MTIP Detailed Description (Internal Metro use only):

ODOT project groping bucket supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5 , OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.

STIP Description:

Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Sidewalk - Reconstruction	Capital Improvement
ODOT Work Type:	ADAP		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-GARVEE	ACP0	2025				\$ 44,865			\$ 44,865
AC-GARVEE	ACP0	2025					\$ 9,690,840		\$ 9,690,840
Federal Totals:			\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACP0)	Match	2025				\$ 5,135			\$ 5,135
State (ACP0)	Match	2025					\$ 1,109,160		\$ 1,109,160
State Totals:			\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Total Estimated Project Cost									\$ 10,850,000
Total Cost in Year of Expenditure:									\$ 10,850,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Change Percent:	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Amended Phase Matching Percent:	N/A	0.00%	0.00%	10.27%	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ 44,865	\$ 9,690,840	\$ -	\$ 9,735,705
State	\$ -	\$ -	\$ -	\$ 5,135	\$ 1,109,160	\$ -	\$ 1,114,295
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ 50,000	\$ 10,800,000	\$ -	\$ 10,850,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	89.73%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	10.27%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.41%	89.32%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.05%	10.22%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.5%	99.5%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT GARVEE bond funds	
2. Does the amendment include changes or updates to the project funding? Yes. These are new funds to the MTIP	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the fund split from Key 23043.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director approval is required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	at 293.55	----	N/A
	Yes	OR10	0.97	1.77	0.8
	Yes	US26	67.13	67.28	0.15
	Yes	OR99W	12.30	15.07	2.77
	Yes	OR127	at 7.75	----	N/A
	Yes	OR141	at 4.89	----	N/A
	Yes	OR217	0.23	4.85	4.62
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X		X	X	Various designations across the multiple route locations
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	
	I-5	at MP 293.55 = Throughway
	OR10	MP 0.97 to MP 1.77 = Major/Minor arterial
	US26	MP 67.13 to MP 67.28 = Throughway
	OR99W	MP 12.30 to MP 15.07 = Major Arterial
	OR127	at MP 7.75 = Major Arterial
	OR141	at MP 4.89 = Minor Arterial
	OR217	MP 0.23 to MP 4.85 = Throughway
No	Transit	
	I-5	Regional Bus
	OR10	Frequent Bus
	US26	Frequent Bus
	OR99W	Frequent Bus
	OR127	No designation
	OR141	Frequent Bus
	OR217	Light Rail
No	Freight	
	I-5	Main Roadway Route
	OR10	No designation
	US26	Main Roadway Route
	OR99W	Main Roadway Route
	OR127	Roadway Connector
	OR141	No designation
	OR217	Main Roadway Route
No	Bicycle	
	I-5	No designation
	OR10	No designation
	US26	No designation
	OR99W	Bicycle Parkway
	OR127	Regional Bikeway
	OR141	Bicycle Parkway
	OR217	No designation

No	Pedestrian	
	I-5	No designation
	OR10	Pedestrian Parkway
	US26	No designation
	OR99W	Pedestrian Parkway
	OR127	Regional Pedestrian Corridor
	OR141	Pedestrian Parkway
	OR217	No designation


National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	All	Multiple
Functional Classification	Yes	All	Multiple
Federal Aid Eligible Facility	No	All	Multiple

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 - Mobility Options:</u></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u></p> <p>Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u></p> <p>Objective 3.2 - Barrier Free Transportation:– Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-GARVEE	Advance Construction funds with the expected conversion code to be GARVEE funds for the project
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds

Note: Preliminary Engineering for the new ADA site locations in Key 23692 was completed in Key 22978 as shown below and programmed in the 2021-24 MTIP


Metro

Transportation tracker
Welcome Ken Lobeck (Admin)
Logout
Glossary
Documentation

home

admin

RTP

RFFA

MTIP

FUND

search

details

costs

programming

map

amendments

obligations

earmarks

comments

ODOT Key: 22978 | MTIP ID: 71335

Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	

update

Page 8 of 9

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	50,000.00	89.73%	44,865.00	10.27%	5,135.00	0.00%	0.00
	UR Totals		100.00%	50,000.00		44,865.00		5,135.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	10,800,000.00	89.73%	9,690,840.00	10.27%	1,109,160.00	0.00%	0.00
	CN Totals		100.00%	10,800,000.00		9,690,840.00		1,109,160.00		0.00
Grand Totals				10,850,000.00		9,735,705.00		1,114,295.00		0.00

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations

Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro

OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro

OR-8	Tualatin Valley	02900I00	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	4	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius

OR-8	Tualatin Valley	02900I00	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000I00	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	3	2	SW 103RD AVE.	Beaverton

OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro

US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	

US 26	Sunset	047BK100	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BK100	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQ100	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQ100	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQ100	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin

OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	

OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard

OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

SPLIT FUNDS

Shift \$10.85 million to new ADA
 Region 1 PGB Key 23692

Project #3**Project Details Summary**

ODOT Key #	23043	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	11/30/2023
MTIP ID:	N/A	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1396	

Summary of Amendment Changes Occurring:

Key 23043 is ODOT'S general project grouping bucket of funding supporting construction of ADA curb and ramp improvements. The project is considered a non-MPO PGB and not included in the Metro MTIP. The formal amendment shifts \$10,850,000 of Advance Construction funding to new Key 23692 supporting ADA curb and ramp improvements to occur in Region 1. Key 23043 is included as part of the MTIP FFY 2025 November Formal Amendment bundle to accounting, informational purposes, and to provide the required proof-of-funding for fiscal constraint verification. ODOT will update Key 23043 with the fund transfer in the STIP. The fund shift requires the ODOT Director approval.

Project Name: **Portland Metro Area 2024-2027 ADA Curb Ramp Construction**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

MTIP Short Description:

Not Applicable

MTIP Detailed Description (Internal Metro use only):

Not Applicable

STIP Description:

ADA program funding for future construction activities. Projects to be identified at a later date.

Project Classification Details									
Project Type	Category		Features					System Investment Type	
Not Applicable (Outside MPA boundary)	Not Applicable		Not Applicable					Not Applicable	
ODOT Work Type:	ADAP								
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025					\$ 105,694,884		\$ -
ADVCON	Acp0	2025					\$ 85,104,314		\$ 85,104,314
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314
Note: Advance construction funds (ADVCON) were programmed initially as 100% federal funds without a required match. The fund shift includes the addition of a 10.27% match.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 9,740,570		\$ 9,740,570
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 105,694,884	\$ -	\$ 105,694,884
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884
Total Estimated Project Cost									\$ 94,844,884
Total Cost in Year of Expenditure:									\$ 94,844,884

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (10,850,000)	\$ -	\$ (10,850,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-10.27%	0.0%	-10.27%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 85,104,314	\$ -	\$ 85,104,314
State	\$ -	\$ -	\$ -	\$ -	\$ 9,740,570	\$ -	\$ 9,740,570
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 94,844,884	\$ -	\$ 94,844,884
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding? ODOT federal Advance Construction funds.	
2. Does the amendment include changes or updates to the project funding? Yes, \$19.85 million is being shifted from this project to the new Region 1 ADA curbs and ramps project in Key 23692.	
3. Was proof-of-funding documentation provided to verify the funding change?	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Director approval is required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Note: This is a regional non-specific location project grouping bucket with funding reserved for ADA curb and ramp improvements					
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	Not Applicable	Years Active	Not Applicable	Project Status	Active	Non-MPO programmed project grouping bucket	
Total Prior Amendments	Not Applicable	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable: TH project is programmed outside of the MTIP's MPA boundary and only in the STIP.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
						X		
Added notes: Performance Measure informational is included for information purposes only for Key 23043..								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	Not Applicable
RTP Project Description:	Not Applicable: The PGB is located outside of the Metro MPA boundary. Inclusion in the constrained RTP is not required.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal:
Goal # 2 -Safe System
 Objective2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
State	General State funds provided to cover the required minimum match to the federal funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	94,844,884.00	89.73%	85,104,314.41	10.27%	9,740,569.59	0.00%	0.00
	CN Totals		100.00%	94,844,884.00		85,104,314.41		9,740,569.59		0.00
	Grand Totals			94,844,884.00		85,104,314.41		9,740,569.59		0.00

Name: Portland Metro area 2024-2027 ADA curb ramp construction								Key: 23043		
Description: ADA program funding for future construction activities. Projects to be identified at a later date.										Region: 1
MPO: Non-MPO					Work Type: ADAP					
Applicant: ODOT					Status: BUCKET OF FUNDS					
Location(s)-										
Mileposts	Length	Route	Highway	ACT	County(s)					
				REGION 1 ACT	VARIOUS					
Current Project Estimate										
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total			
Year					2025					
Total					\$105,694,884.00		\$105,694,884.00			
Fund 1					ACPO \$105,694,884.0					
Match										
Footnote:										
Most Recent Approved Amendment										
Amendment No: 24-27-0814					Approval Date: 6/13/2024					
Requested Action: Reduce the project estimate by \$11,735,116, moving funds to project key 23612.										



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
RE-ADD PROJECT
 Re-add the project with the
 construction phase in 2025

Project #4

Project Details Summary

ODOT Key #	22316	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71235	CDS ID:	N/A	Bridge #:	01377A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:	24-27-1882		

Summary of Amendment Changes Occurring:

The MTIP formal amendment re-adds Key 22316 to the 2024-27 MTIP to enable the construction phase to re-obligate and move forward. The construction phase had obligated back I FFY 2022 and then de-obligated due bid issues. The construction phase was held in abeyance until the phase costs could be resolved. With no additional delivery guidance, the project was not carried over into the 2024-27 MTIP and STIP and removed. The ODOT Bridge program has now resolved the construction bid issues, but the project now must re-obligate the construction phase to begin expending the funds. The project has to be re-added into the MTIP as a new project. There is no change in scope or total project costs. Finally, the use of local "Other" funds represents WSDOT's 50% funding commitment to the project as well.

Project Name: **I-5: Interstate Bridge, NB Electrical Components (Portland)**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description:

~~Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)~~

Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)

MTIP Detailed Description (Internal Metro use only):

In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020). **(Construction phase deobligated and held until now to move forward again FFY 2025)**

STIP Description:

Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Maintenance and Preservation
ODOT Work Type:	BRIDGE		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
HB2017	S070	2022		\$ 40,000					\$ 40,000
HB2017	S070	2025					\$ 460,000		\$ 460,000
									\$ -
State Totals:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2022		\$ 40,000					\$ 40,000
Other	OTH0	2025					\$ 460,000		\$ 460,000
									\$ -
Local Totals:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
Total Estimated Project Cost							\$ 1,000,000
Total Cost in Year of Expenditure:							\$ 1,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	N/A	N/A	0.00%	0.00%	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Local	\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ -	\$ 500,000
Total	\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ -	\$ 1,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Local	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Local	0.0%	4.0%	0.0%	0.0%	46.0%	0.0%	50.0%
Total	0.0%	8.0%	0.0%	0.0%	92.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 80,000					Aid ID
Federal Funds Obligated:		\$ -					S001(558)
EA Number:		PE003322					FHWA or FTA
Initial Obligation Date:		8/4/2022					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT state HB2017 and Washington DOT funds.							
2. Does the amendment include changes or updates to the project funding? Yes. The project and funding is being re-added to the MTIP to enable the construction to move forward and re-obligate during fyfi 2025.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Bridge Program Manger and STIP Coordinator confirmation.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Bridge Program Manager approval.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	308.04	308.72	0.68
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	August 2021	Last MTIP Amend Num	AB21-22-AUG2
Last Amendment Action	COST INCREASE: The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
					X	X		
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# - 12092: Bridge Rehabilitation & Repair: 2023-2030
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 = Throughway
Yes	Transit	I-5 = Frequent Bus
Yes	Freight	I-5 = Main Roadway Routes
Yes	Bicycle	I-5 = Bicycle Parkway
Yes	Pedestrian	I-5 = Pedestrian Parkway.

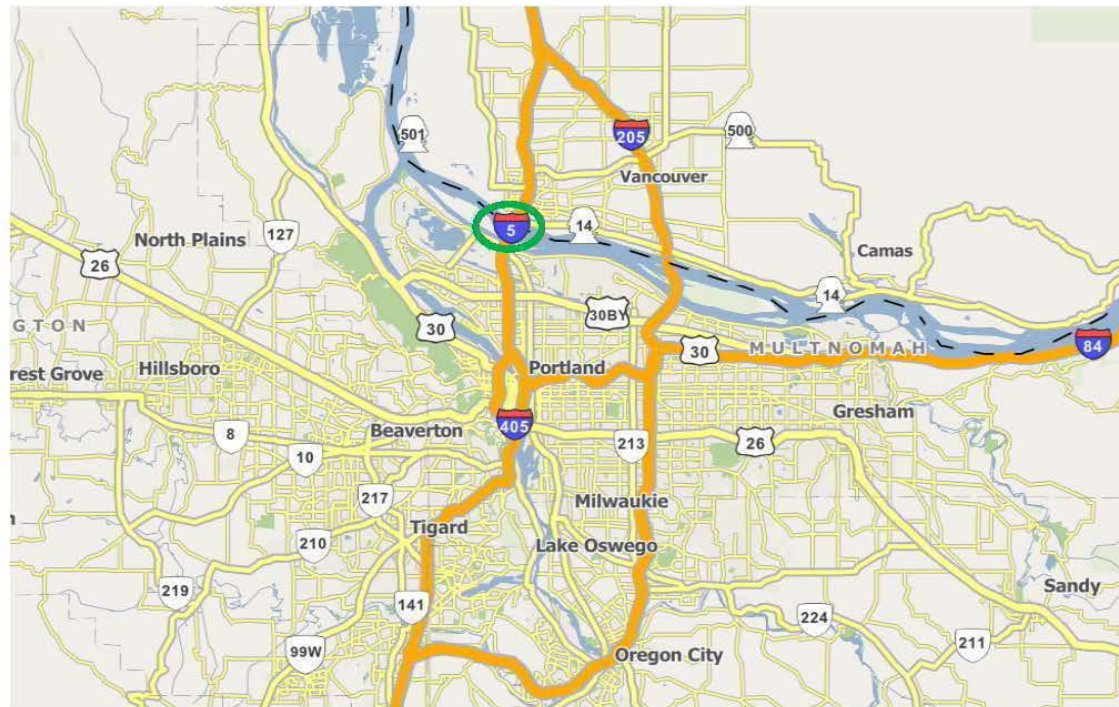
National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	1 = Interstate

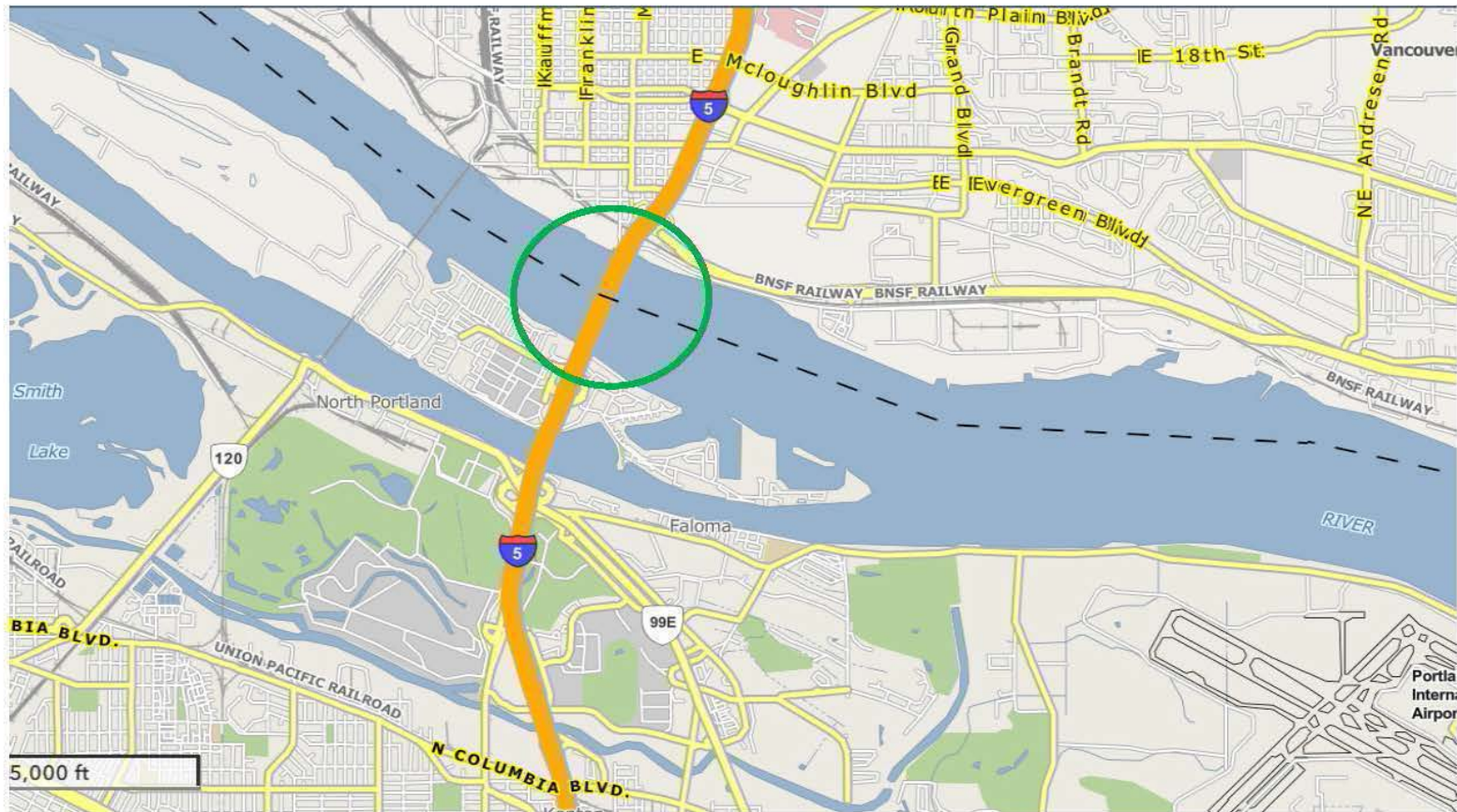
Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No. Not Applicable.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goals:</p> <p><u>Goal #1 - Mobility Options:</u> Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor.</p> <p><u>Goal # 2 -Safe System:</u> Objective 2.1 Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
HB2017	State funds approved under HB2017 for various transportation improvements. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.
Other	Generally local or state funds committed to the project above the required minimum match to cover the federal funds match requirement, or as a way to locally fund a phase without federal funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	50.00%	40,000.00	0.00%	0.00	0.00%	0.00	100.00%	40,000.00
	S070	HB2017 Funding Package	50.00%	40,000.00	0.00%	0.00	100.00%	40,000.00	0.00%	0.00
	PE Totals		100.00%	80,000.00		0.00		40,000.00		40,000.00
CN	OTH0	OTHER THAN STATE OR	50.00%	460,000.00	0.00%	0.00	0.00%	0.00	100.00%	460,000.00
	S070	HB2017 Funding Package	50.00%	460,000.00	0.00%	0.00	100.00%	460,000.00	0.00%	0.00
	CN Totals		100.00%	920,000.00		0.00		460,000.00		460,000.00
Grand Totals				1,000,000.00		0.00		500,000.00		500,000.00







Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add project development to PE
 and vehicle purchase to Other

Project #5

Project Details Summary

ODOT Key #	23769	RFFA ID:	N/A	RTP ID:	11319	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The MTIP formal amendment adds the PE for project development work for the Portland Streetcar Extension project to Montgomery Park. An Other phase also is being added with local funds that will be used for the later procurement of up to 10 replacement and/or Project development work is being added through the Preliminary Engineering phase. This is required to occur to establish the pre-award clock for the project. TriMet is pursuing a FTA Small Starts Capital Investment Grants (CIG) funding award. Between the city of Portland's commitment and the CIG grant, both agencies believe they will be able to cover the estimated \$182 million total project cost. Only PE/project development and the Other phase supporting the streetcar procurement are being added through this amendment. The implementation phases will be added upon the Small Starts CIG award. Finally, the city of Portland will deliver the project for TriMet.

Project Name:	Portland Streetcar Montgomery Park Extension						
Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Extend PSC NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades

MTIP Detailed Description (Internal Metro use only):

Extend the Portland Streetcar system 0.65 miles up to Montgomery Park NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland up to Roosevelt St looping around to 26th Ave/Wilson St including guideway and track, stations upgrades, site work and special conditions, plus purchase up to 10 hybrid off-wire capable streetcars and include 23rd Ave rebuild, stormwater mitigation and accessibility upgrades

STIP Description:

TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Rail	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2025		\$ 11,000,000					\$ 11,000,000
Other	OTH0	2026						\$ 30,000,000	\$ 30,000,000
									\$ -
Local Totals:			\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Total Estimated Project Cost									\$ 186,192,000
Total Cost in Year of Expenditure:									\$ 186,192,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only PE and the Other phase are being programmed now. Construction will be later.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Total	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ 30,000,000	\$ 41,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	26.83%	0.0%	0.0%	0.0%	73.17%	100.0%
Total	0.0%	26.8%	0.0%	0.0%	0.0%	73.2%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
					Estimated Project Completion Date:		12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1.	What is the source of funding? Local funds initially from TriMet and Portland to complete the project development work and to initiate the vehicle procurement portion. FTA federal Small Starts CIG grant proposed to complete construction.
2.	Does the amendment include changes or updates to the project funding? Yes. Local funds to complete PE/project development and the vehicle procurement portion to the project.
3.	Was proof-of-funding documentation provided to verify the funding change?
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Local agency (TriMet) approval.
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	NW 23rd Ave		NW Lovejoy St	NW Roosevelt St	
	NW Roosevelt St		NW 26th Ave	NW 23rd Ave	
	NW Wilson St		NW 26th Ave	NW 23rd Ave	
	NW 26th Ave		NW Roosevelt St	NW Wilson St	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable: This amendment represents the initial project programming into the MTIP and STIP.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes EFA = No HIC = No
	X	X	X		X			
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	This is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from transportation modeling and air conformity analysis
Exemption Reference:	Not applicable.. The project is not exempt.
Was an air analysis required as part of RTP inclusion?	Yes
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The Montgomery Streetcar Extension project is include in the current constrained 2023 RTP. Transportation modeling and air conformity analysis as required has been completed as part of the 2023 RTP Update.
RTP Constrained Project ID and Name:	ID# 11319 - HCT: Streetcar Montgomery Park Extension
RTP Project Description:	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	NW 23rd Ave = No designation
Yes	Transit	NW 23rd Ave = Frequent Bus/Future Streetcar line
No	Freight	NW 23rd Ave = No designation
Yes	Bicycle	NW 23rd Ave = Regional Bikeway
Yes	Pedestrian	NW 23rd Ave = Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	NW 23rd Ave	No designation
Functional Classification	No	NW 23rd Ave	5 = Major Collector

Federal Aid Eligible Facility	No	NW 23rd Ave	Unban Major Collector
-------------------------------	----	-------------	-----------------------

Additional RTP Consistency Check Areas			
1.	Is the project designated as a Transportation Control Measure? No.		
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.		
3.	Is the project included as part of the approved: UPWP? No		
3a.	If yes, is an amendment required to the UPWP? No.		
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.		
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.		
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 - Mobility Options:</u></p> <p>Objective 1.1- Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled</p> <p>Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.</p> <p><u>Goal #4 - Thriving Economy:</u></p> <p>Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of thoroughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.</p> <p><u>Goal #5 - Climate Action and Resilience:</u></p> <p>Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.</p>		
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? Yes. The project is considered capacity enhancing and exceeds \$100 million in total project cost. The special performance evaluation is required a condition when the construction phase is added to the project		

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments could be submitted.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

REDUCE FUNDS

Reduce the authorized funding per
FTA and OTC action

Project #6**CORRECTED VERSION as of 11-21-2024****Project Details Summary**

ODOT Key #	23026	RFFA ID:	N/A	RTP ID:	11134 10928	RTP Approval Date:	11/30/2023
MTIP ID:	71382	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		NV25-02-NOV		STIP Amendment ID:		24-27-1503	

Summary of Amendment Changes Occurring:

The formal amendment reduces the authorized funding award to TriMet per a change in the FTA allocation to ODOT. OTC approval was required and occurred during their August 2024 meeting. The fund code and fund type code are being changed from FTA Section 5310 to be State Surface Transportation Block Grant (STBG) funds. The project name is also being update. The project scope remains unchanged. ODOT will flex transfer the funds to FTA with an expected conversion code of FTA 5310 funds. TriMet will then complete their TrAMS grant application to access and expanded the funds. **11-21-2022 Added Note: Subsequent to the initial programming submission, ODOT discovered an error with the reduction methodology. Submitted as a public comment request, the reduction correction has been incorporated into the MTIP worksheet as shown in the funding table.**

Project Name:	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26						
Lead Agency:	ODOT PTD		Applicant:	ODOT PTD		Administrator:	FTA
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

Short Description:

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

STIP Description:

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Transit	Transit Capital	Capital Vehicle Operations	Systems Management, ITS, and Operations
ODOT Work Type:	TR-CAP		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
FTA-5310	5310	2026						\$ 4,968,103	\$ -
State STBG	Y240	2026	Reduction was revised to be only \$1,442,178 and equals this amount →					\$ 3,674,037	\$ 3,674,037
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026						\$ 568,622	\$ -
Local	Match	2026	Match was revised as shown →					\$ 420,510	\$ 420,510
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,536,725	\$ 5,536,725
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,442,178)	\$ (1,442,178)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-26.0%	-26.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	#DIV/0!	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	#DIV/0!	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	#DIV/0!	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							FTA
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							TrAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:	Estimate only for 2027-30 MTIP carry-over purposes						
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT appropriated STBG funds							
2. Does the amendment include changes or updates to the project funding? Yes, the awarded funding is decreased.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC staff report item							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? OTC approval was required. A correction then followed.							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note: The authorized funding does is not highway, arterial, or route specific.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X				X	X		

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing.
RTP Constrained Project ID and Name:	ID# 0 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 - Mobility Options:</u></p> <p>Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service.</p> <p><u>Goal #2 - Safe System:</u></p> <p>Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be Tuesday, October 29, 2024 to Wednesday, November 27, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? ODOT Submitted a correction which was applied to the funding reduction.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
FTA 5310	Federal funds from FTA that aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas

STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
	Grand Totals			4,094,547.00		3,674,037.00		0.00		420,510.00

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 22, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November FFY 2025 MTIP Formal Amendment & Resolution 24-5443 Approval Request – NV25-02-NOV

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement:

FOR THE PURPOSE OF ADDING OR AMENDING, A TOTAL OF SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS.

BACKGROUND

What This Is - Amendment Summary:

The November 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment continues formal project amendments to the MTIP and STIP for FFY 2025. The amendment number is NV25-02-NOV. The formal amendment will be under Resolution 24-5443. The amendment bundle contains changes, updates, cancelations, and new project additions to a total of six projects.

The amendment can be divided into two basic project categories:

- Adding new projects with various federal fund awards.
- Adjusting and amending two existing projects primarily to shift and update the project authorized project funding.

What is the requested action?

JPACT met on 11/21/2024 and approved Resolution 24-5443 and is now providing their approval recommendation to Metro Council to provide the final approval for Resolution 24-5443 allowing the required changes and updates to the six projects in November FFY 2025 MTIP Formal Amendment bundle.

TPAC 11/1/2024 Meeting Summary:

TPAC met on November 1, 2024 and received their MTIP amendment notification and overview. Ken Lobeck, Metro Funding Programs Lead provided an overview of the specific changes to the included projects. The overview concluded with an opportunity from TPAC members to ask questions about the amendment. TPAC members did not raise any specific questions or concerns about the amendment and unanimously voted to provide JPACT an approval recommendation.

November FFY 2025 MTIP Formal Amendment Project Contents Summary:**Projects being canceled as part of the formal amendment bundle: None****New projects being added to the MTIP as part of the October FFY 2025 Formal Amendment bundle:**

- **Key 23738 - Supplemental Planning: Civil Rights & Community (Clackamas County):**

The MTIP formal amendment adds the Safe Street For All discretionary awarded planning project to the MTIP for historical accounting purposes. The project is a FHWA FFY 2023 Planning and Demonstration grant award planning project. Clackamas County is delivering this project as a direct recipient working directly with FHWA. Clackamas County has already completed their requirement with FHWA, obligated the project funds, and received their Notice To Proceed (NTP) allowing them to begin expending funds. This award will be used by Clackamas County to update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements.

- **Key 23692 - Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2 (ODOT):**

The formal amendment adds the new ODOT ADA construction phase project grouping bucket to the MTIP supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton, Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards..

- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**

The formal amendment splits \$10,850,000 from the ODOT Non-MPO ADA construction support project grouping bucket and commits the funding to the ADA curb and ramps project in Key 23602 above.

- **Key 22316 - I-5: Interstate Bridge, NB Electrical Components (Portland) (ODOT):**

The formal amendment re-adds this project to the MTIP and STIP to enable the construction phase to re-obligate the funds and move forward to complete the project.

- **Key 23769 - Portland Streetcar Montgomery Park Extension (TriMet):**

The formal amendment adds the PE and Other phases for the project to the MTIP and STIP. TriMet and Portland are contributing a total of \$41 million of local funds to complete required project development activities (NEPA and final design) along with the need to procure streetcars to support the route extension. TriMet is pursuing a FTA Small Start Capital Investment Grant (CIG). By adding the PE and

Other phases now, TriMet can establish the pre-award authorization clock which enables the local funds to be counted as part of the required match to the FTA Small Starts grant.


Existing projects being modified in the MTIP as part of the November FFY 2025 Formal Amendment bundle:

- **Key 23043 - Portland Metro Area 2024-2027 ADA Curb Ramp Construction:**
The split funding from this project in support of Key 23692 is addressed in the New Project section after the description for Key 23692.
- **Key 23026 - ~~Enhanced Mobility E&D (5310) - TriCounty Area FY26:~~**
Change name to be: **Oregon Transportation Network - TriMet FFY26**:
The formal amendment reduces the authorized State STBG funds to the project from \$4,968,103 to \$1,700,000. The total programming amount decreases from \$5,536,725 to \$1,894,572. The reduction occurs from an allocation revision from FTA which is has also been approved by OTC. Subsequent to the original amendment submission from ODOT, a change occurred. On 11/2021/2024 ODOT notified Metro through the public comment process that the Public Transportation Division's original submission was in error. The total required funding reduction was far less that submitted. The original federal funding adjustment reduced the ODOT authorized funding from \$4,968,103 to \$1,700,000. The corrected version reduces the authorized federal funds to \$3,674,037. Upon discussion with Metro's Lawyer, we determined that since the public comment period was still open the correction is an administrative update, and the amendment had not yet proceeded to Metro Council for approval, the change could be incorporated in the November formal amendment bundle. The correction did not have to be re-submitted as part of the December MTIP formal amendment bundle. The required changes have occurred to Exhibit A/MTIP Worksheet. Key 23026 now reflects the correct federal award amount to TriMet at \$3,674,037 with an adjusted minimum match of \$420,510. This is the corrected amount staff now requests Metro Council approve for Key 23026.

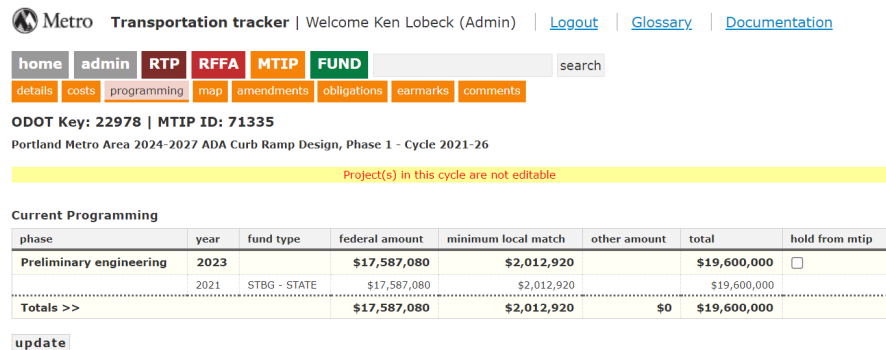
A more details summary of the individual projects follows:

New Projects being added to the 2024-27 MTIP as part of the FFY 2025 November Formal Amendment bundle.

Project Number: 1	Key Number: 23738	Status: Add New Project
Project Name:	Supplemental Planning: Civil Rights & Community	
Lead Agency:	Clackamas County	
Description:	Clackamas County will update its existing Transportation Safety Action Plan to integrate equity and community engagement and align the plan with the SS4A Action Plan requirements. Project completion will be via direct recipient delivery rules.	

Funding Summary:	This is a new project for MTIP and STIP inclusion. The federal grant award is \$330,000. The required minimum match is \$82,500. Clackamas County is also including \$1,405 of local funds for overmatching needs. The total programming amount is \$413,905.
Amendment Action:	<p>The formal amendment adds the new project to the MTIP. As a direct recipient authorized project, Clackamas County has already competed and executed their required agreement with FHWA, obligated the funds through the USDOT Delphi system. Delphi is an automate the invoice and grants payment process some federal funded transportation projects will use instead of the FHWA Financial Management Information System (FMIS).</p> <p>Some questions emerged over the MTIP and MTIP programming requirements versus inclusion in the UPWP. To resolve these questions and ensure federally fund planning grants complete a public notification/opportunity to comment process, Metro and ODOT have agreed to add federally funded planning grant back into the MTIP and STIP. The public notification/opportunity to comment process will be completed through the regular MTIP formal amendment process. This will alleviate the need to create duplicate public notification procedures in the STIP and UPWP amendment process.</p>
Added Notes:	<p>Project Location References: Not applicable. The project applies across Clackamas County.</p> <p>The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over 5 years, 2022-2026. The program divides the funding award into Planning and implementation awards.</p> <p>Planning and Demonstration grants provide federal funds to develop, complete, or supplement an Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem.</p> <p style="text-align: center;">  Safe Streets and Roads for All (SS4A) Program Facts </p>

	<p>Additional SS4A program details can be found on USDOT's website at their SS4A page at: https://www.transportation.gov/grants/SS4A</p>	
--	--	--

Project Number: 2	Key Number: 23692	Status: Add New Project
Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 2	
Lead Agency:	ODOT	
Description:	ODOT project groping bucket((PGB) supporting region-wide construction of ADA curb and ramp safety upgrades on multiple routes including I-5, OR8, OR10, US26, OR47, OR99W, OR127, OR141, and OR217 in Hillsboro, Tigard, Beaverton Tualatin, Forest Grove, and Sherwood to meet compliance with the American with Disabilities Act (ADA) standards.	
Funding Summary:	Funding for the construction needs is sourced from Key 23043. This is a non-MPO state ADA PGB. \$10,850,00 of Advance Construction (expected to be federal GARVEE funds) plus State funds are split from Key 23043 and committed to this project in Key 23692. A small utility relocation (UR) phase with \$50,000 from the split transfer also is being added to the project. Preliminary Engineering has been previously completed through Key 22978.	
Amendment Action:	The formal amendment adds the new project to the MTIP. Because PE was completed through Key 22978. Only the construction and UR phases need to be added to Key 23602.	
Added Notes:	<p>Source of PE funding for the Project is from Key 22978</p>  <p>The construction and UR phase funding is split from Key 23043 which in summarized in the next project amendment.</p> <p>Exhibit A (MTIP Worksheet) contains the complete list of proposed curb and ramp site locations. The complete list is also included in</p>	

Attachment 2 to the staff Report. A very small sampling of the complete list is shown below.

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Nar	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin

Project Number: 3	Key Number: 23043	Status: Split Project
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramp Construction	
Lead Agency:	ODOT	
Description:	Portland Metro Area 2024-2027 ADA Curb Ramp Construction	
Funding Summary:	This is a non-MPO State project grouping bucket (PGB) supporting construction activities for ADA curb and ramp upgrades. \$10,850,000 is being split from Key 23043 and committed to the new ADA curbs and ramps construction phase project in Key 23692.	
Amendment Action:	The formal amendment splits the required funding and transfers it to Key 23692.	
Added Notes:	None	

Project Number: 4	Key Number: 22316	Status: Re-Add Project
Project Name:	I-5: Interstate Bridge, NB Electrical Components (Portland)	
Lead Agency:	ODOT	
Description:	Restore the electrical components to their original locations, so that they can be connected permanently. Washington Department of Transportation is paying 50% of the total project (Bridge ID 01377A)	
Funding Summary:	This is a 50-50 funded project between ODOT and WSDOT. Each are contributing \$500,000 to the project; The total estimated project cost is \$1 million. ODOT is funding the project using HB2017 state funds. The Preliminary Engineering phase has been obligated (FFY 2022). Due to unexpected high construction bids, the initial construction phase obligation had to be de-obligated while ODOT and WSDOT resolved the bid issue. Now resolved, the construction can move forward to obligate during FFY 2025. The project first has to be re-added to the MTIP and STIP for this to occur.	
Amendment Action:	The formal amendment re-adds the project to the MTIP and STIP.	

Added Notes:

Project Location Map

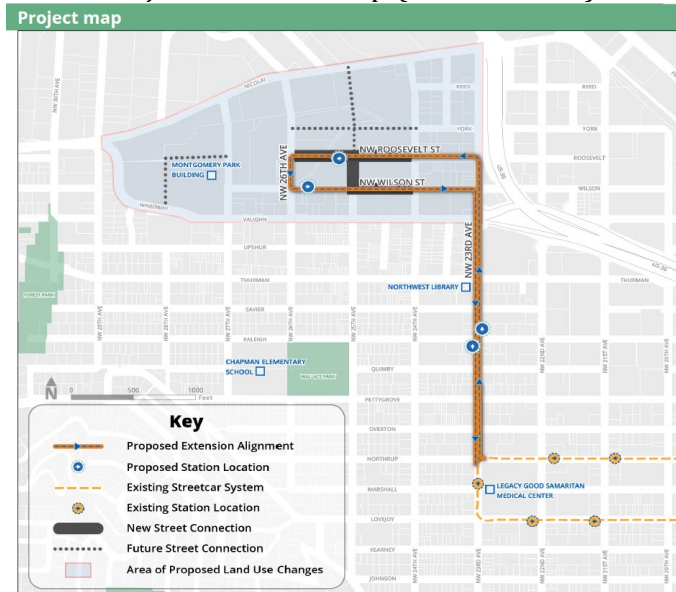
The map displays the project location in Portland, Oregon. A green circle highlights the intersection of Interstate 5 (I-5) and the BNSF Railway. The map includes labels for major roads such as E 18th St, E Evergreen Blvd, and N Columbia Blvd. It also shows the Willamette River, Smith Lake, and the Portland International Airport. A scale bar indicates 5,000 feet.

Project Number: 5	Key Number: 23769	Status: Add New Project
Project Name:	Portland Streetcar Montgomery Park Extension	
Lead Agency:	TriMet	
Description:	The project will extend the Portland Streetcar NS Line 0.65 miles on 23rd Ave to Roosevelt St looping around to 26th Ave/Wilson St including guideway/track, stations, site work upgrades plus purchase up to 10 hybrid off-wire streetcars plus 23rd Ave rebuild/stormwater mitigation upgrades.	
Funding Summary:	Both TriMet and the city of Portland are contributing a total of \$41 million to complete the project development works and for the later streetcar purchase. Only the PE and Other phase for the project is being added through this amendment. TriMet is working to secure a FTA Small Starts Capital Investment Grant for the construction phase. The total estimated project is approximately \$186 million dollars.	
Amendment Action:	The formal amendment adds the PE and Other phase to the MTIP and STIP. This enables TriMet to establish the pre-award authorization clock that enables local funds being committed now to be counted as part of the later required match to the FTA Small Starts federal grant.	
Added Notes:	Overall, this considered a capacity enhancing project. With a total estimated project cost exceeding \$100 million dollars, TriMet and Portland are advised that a special performance assessment evaluation is required to be completed prior to adding the construction phase. The performance assessment evaluation is a Metro Council requirement. TriMet will need to contact Metro about six months prior to adding the construction in order to have sufficient time to complete the performance assessment evaluation. Successful completion of the performance assessment evaluation will ab an approval condition to add the construction phase to the	

MTIP. Metro staff will follow-up with TriMet and Portland with additional details as the construction phase approaches.

Added note: The November FFY 2025 MTIP Formal Amendment bundle includes a project flyer Attachment 1 with additional details

Project Location Map (NW Portland)



Existing Projects 2024-27 MTIP projects being amended as part of the FFY 2025 November Formal Amendment bundle.

Project Number: 6	Key Number: 23026	Status: Existing Project
Project Name:	Enhanced Mobility E&D (5310) - TriCounty Area FY26 Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division	
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	
Funding Summary:	<p>The revised federal authorized funding to the project is \$1,700,000. A 10.27% match of \$194,572 is also required. The revised total programming amount is \$1,894,572. 11/22/2024 update: Per ODOT's revised correction to the federal funding award, Exhibit A/MTIP Worksheet for this project has been corrected to reflect a federal award of \$3,674,037 with a required local match of \$420,510. The funding reduces the authorized programming from \$5,536,725 to \$4,094,547.</p> <p>ODOT will flex transfer the funds to FTA. Once flexed, TriMet then can move forward and complete their TrAMS grant application with</p>	

	FTA to obligate and expend the funds. The State STBG being programmed will be converted to FTA Section 5310 funds through the flex transfer process,
Amendment Action:	The formal amendment completes the funding reduction which now has been approved by OTC as well.
Added Notes:	None

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the November FFY 2025 Formal MTIP amendment (NV25-02-NOV) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.

- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Estimated Amendment Processing and Approval Timing:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	October 25, 2024
• Initiate the required public notification/comment process.....	October 29, 2024
• TPAC approval recommendation to JPACT.....	November 1, 2024
• JPACT approval and recommendation to Council.....	November 21, 2024
• Completion of public notification/comment process.....	November 27, 2024
• OTC December Meeting Approval (applies to ADA project).....	December 4, 2024
• Metro Council approval.....	December 12, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	December 18, 2024
• USDOT clarification and final amendment approval.....	Late January 2025

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no impacts to the Metro budget.

RECOMMENDED ACTION:

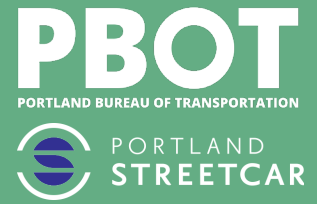
JPACT met on 11/21/2024 and approved Resolution 24-5443 and is now providing their approval recommendation to Metro Council to provide the final approval for Resolution 24-5443 allowing the required changes and updates to the six projects in November FFY 2025 MTIP Formal Amendment bundle.

Attachments:

1. Portland Streetcar Montgomery Park Extension Overview
2. ODOT Key 23692 ADA Curbs and Ramps Site Location List

Portland Streetcar Montgomery Park Extension

Transit Project



Project overview

The Portland Bureau of Transportation (PBOT) is planning a .65-mile one-way extension of the Portland Streetcar NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland. Paired with recommended land use changes in the area, this project creates the opportunity for a new climate-friendly and transit-oriented district west of Highway 30.

The project will include a complete rebuild of NW 23rd Avenue from NW Lovejoy to NW Vaughn, including stormwater and accessibility upgrades. Extensions of NW Roosevelt, NW Wilson, and NW 25th Avenue will improve connections for pedestrians, people bicycling, and people driving in the new district. The project is currently in the planning phase.



Visit the project website to learn more and sign up for updates:
Portland.gov/MPstreetcar

The opportunity

Combined with proposed land use changes and public benefits, the extension is expected to help:

- **Support the potential for thousands of new housing units and hundreds of new jobs**, including hundreds of affordable housing units with access to Forest Park
- **Connect more people via transit to critical destinations**, including work, healthcare, parks, schools, and services in Northwest Portland, Downtown, and throughout the region
- **Reduce carbon emissions** by helping people meet their daily needs without driving
- **Expand streetcar access to diverse riders** who rely on transit to get where they need to go

Fall/Winter 2024

Adopt Land Use Changes
 Intergovernmental Agreements
 Begin Project Development

2025-2026

Locally Preferred Alternative
 Design and Engineering
 Environmental Review

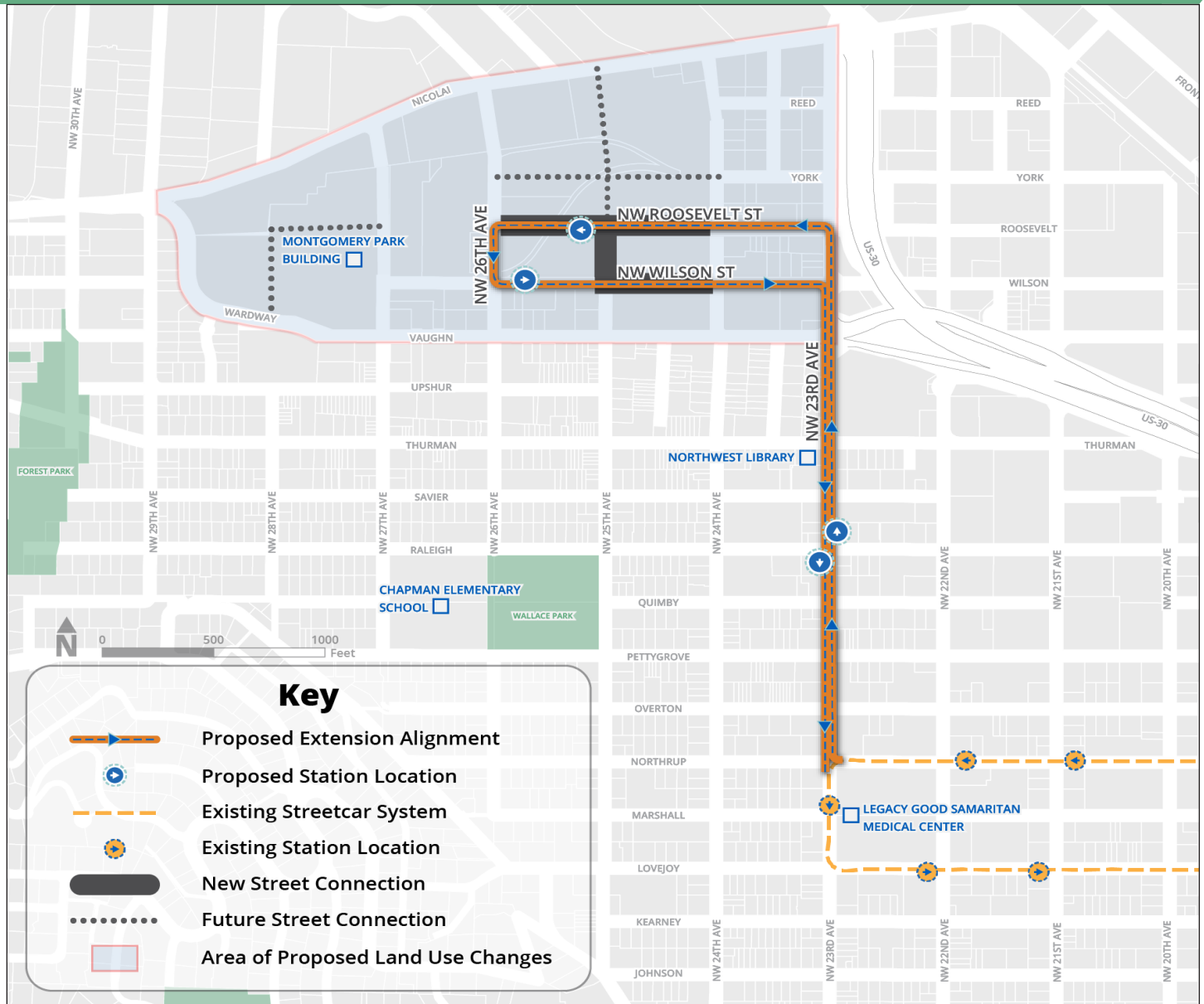
2027-2028

Final Design
 Apply for Federal Funding
 Begin Construction

2029-2030

Complete construction
 Testing
 Start of Revenue Service (2030)

Project map



Project facts

- **Two travel lanes and two parking lanes will be maintained** along NW 23rd Avenue.
- **The new extension will be 100% off-wire using hybrid battery technology**, allowing streetcars to switch effortlessly between the existing system and the extension.
- **The reconstruction of NW 23rd Avenue will include utility, accessibility, and stormwater upgrades**, while preserving almost all of the existing onstreet parking.
- **Project elements will be coordinated to save money and minimize impacts.**

Questions?

Contact the project team at MPstreetcar@portlandoregon.gov



The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, or file a complaint of discrimination, contact 503-823-5141 or 311 (503-823-4000), for Relay Service & TTY: 711.

Traducción e interpretación | 口笔译服务 | Устный и письменный перевод: 503-823-4000

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
I-5	Pacific	001RLI00	289.43	1	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	2	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	1A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	3A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	1	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	2	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RLI00	289.43	4A	3	001RK CONN. M.P. 1C289.54	Tualatin
I-5	Pacific	001RQI00	290.42	1	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	2	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	3	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	4	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	1	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.42	1A	2	001RR CONN. M.P. 3C290.50	Tualatin
I-5	Pacific	001RQI00	290.61	1	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	1	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	2	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001RQI00	290.61	1A	3	SW 72ND AVE. (LOWER BOONES FERRY RD.)	Tualatin
I-5	Pacific	001SHI00	293.55	1	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	1	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	3	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	4	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	1	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
I-5	Pacific	001SHI00	293.55	2A	2	001SG CONN. M.P. 4C293.55 (SW DARTMOUTH ST.)	Tigard
OR-8	Tualatin Valley	02900D00	12.52	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.52	4	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	2	1	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.61	3	1	SE 8TH AVE.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900D00	12.61	3	2	SE 8TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.78	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	1	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	12.95	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	2	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	3	2	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.13	4	1	SE 2ND AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	2	1	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.35	3	2	SW BAILEY AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	1	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	2	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	3	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	1	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.42	4	2	SW CONNELL AVE.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	1	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900D00	13.85	1	2	SW MAIN ST.	Hillsboro
OR-8	Tualatin Valley	02900I00	1.55	3	1	SW 87TH AVE.	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	1	2	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	2.94	3	1	144BT CONN. M.P. 1C1.49 (029AC CONN. M.P. 2C2.94)	Beaverton
OR-8	Tualatin Valley	02900I00	3.18	3	1	SW 117TH AVE. (SW BROADWAY ST.)	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	1	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	3.5	1	2	SW HALL BLVD.	Beaverton
OR-8	Tualatin Valley	02900I00	11.28	1	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	1	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	2	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	3	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900I00	11.28	4	1	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.28	4	2	SE CYPRESS ST. (SE MINTER BRIDGE RD.)	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	1	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.34	2	1	ENTRANCE TO HILLSBORO TOWN CENTER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.4	1	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.4	2	1	ENTRANCE TO CRIMSON CORNER	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	1	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	1	2	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	2	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	3	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	11.46	4	1	SE 18TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	1	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	1	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	2	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	2	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	3	1	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	3	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.6	4	2	SE 9TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	1	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	1	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	3	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	3	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	4	1	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	12.86	4	2	SE 6TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	13.04	2	1	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	13.04	2	2	SE 4TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	14.15	2	1	SW 17TH AVE.	Hillsboro
OR-8	Tualatin Valley	02900I00	14.93	3	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	14.93	4	1	NW 336TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	1	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	2	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	3	1	N 31ST AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.39	4	1	N 31ST AVE.	Cornelius

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-8	Tualatin Valley	02900I00	15.53	1	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.53	1	2	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	15.53	2	1	N 29TH AVE.	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	2	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	3	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	4	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	4	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1A	1	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1A	2	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	16.06	1A	3	N 20TH AVE. (S 20TH AVE.)	Cornelius
OR-8	Tualatin Valley	02900I00	17.88	2	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	1A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	3A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	1	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	2	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-8	Tualatin Valley	02900I00	17.88	4A	3	HWY. 102 (QUINCE ST.) M.P. 90.64 (PACIFIC AVE.)	Forest Grove
OR-10	Beaverton-Hillsdale	04000I00	0.97	1	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	2	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	1	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	2	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	0.97	1A	3	040AA CONN. M.P. 1C0.97 (029AC CONN. M.P. 2C3.22)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	1	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	4	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	1	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	2	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.05	3A	3	144AO CONN. M.P. 2C2.24 (040AB CONN. M.P. 2C1.05)	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-10	Beaverton-Hillsdale	04000I00	1.11	1	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	2	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	1	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.11	1A	2	SW MAPLE AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.14	1	1	SW 110TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	3	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	4	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	1	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.21	2A	2	SW 109TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	3	2	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.48	4	1	SW 103RD AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.5	2	1	SW WESTERN AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	1	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	2	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	3	2	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.71	4	1	SW 99TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	1	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	2	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	3	1	SW 98TH AVE.	Beaverton
OR-10	Beaverton-Hillsdale	04000I00	1.77	4	1	SW 98TH AVE.	Beaverton
US 26	Sunset	047AQI00	61.05	2	1	NW MEEK RD.	Hillsboro
US 26	Sunset	047AQI00	61.09	1	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	2	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	1	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.09	1A	2	047DU CONN. M.P. 8C61.08	Hillsboro
US 26	Sunset	047AQI00	61.27	2	1	047DS CONN. M.P. 7C61.33	Hillsboro
US 26	Sunset	047AWI00	62.39	2	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	2	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	4	1	047DO CONN. M.P. 4C62.49	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047AWI00	62.39	1A	1	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.39	1A	2	047DO CONN. M.P. 4C62.49	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	1	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047AWI00	62.54	3A	2	047DP CONN. M.P. 5C63.03	Hillsboro
US 26	Sunset	047BBI00	64.23	1	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	4	1	047DA CONN. M.P. 6C63.66	Beaverton
US 26	Sunset	047BBI00	64.23	1A	1	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	2	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.23	1A	3	047DA CONN. M.P. 6C63.66	Hillsboro
US 26	Sunset	047BBI00	64.29	1	1	047CX CONN. M.P. 3C64.09	Hillsboro
US 26	Sunset	047BBI00	64.34	1	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	4	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	2A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	1	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	2	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BBI00	64.34	3A	3	047CV CONN. M.P. 1C64.34	Hillsboro
US 26	Sunset	047BGI00	65.68	1	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	2	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	3	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	1	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.68	4A	2	047BF CONN. M.P. 1C65.68	Beaverton
US 26	Sunset	047BGI00	65.75	1	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	2	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	3	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	1	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.75	4	2	047BJ CONN. M.P. 5C66.76	Beaverton
US 26	Sunset	047BGI00	65.86	3	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4	1	NW BRONSON RD.	Beaverton

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
US 26	Sunset	047BGI00	65.86	4A	1	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	2	NW BRONSON RD.	Beaverton
US 26	Sunset	047BGI00	65.86	4A	3	NW BRONSON RD.	Beaverton
US 26	Sunset	047BHI00	65.8	1	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	1	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	4	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	1	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	2	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.8	2A	3	NW 158TH AVE.	Beaverton
US 26	Sunset	047BHI00	65.89	1	2	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	2	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.89	4	1	047BI CONN. M.P. 4C65.89	Beaverton
US 26	Sunset	047BHI00	65.98	1	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	3	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	1	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	2	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BHI00	65.98	2A	3	047BJ CONN. M.P. 5C66.50	Beaverton
US 26	Sunset	047BKI00	67.13	2	1	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	2	2	NW MILL CREEK DR.	
US 26	Sunset	047BKI00	67.13	3	1	NW MILL CREEK DR.	Beaverton
US 26	Sunset	047BKI00	67.28	1	2	047BN CONN. M.P. 4C67.73	Beaverton
US 26	Sunset	047BQI00	68.34	1	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	2	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	3	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.34	4	1	SW BUTNER RD.	Beaverton
US 26	Sunset	047BQI00	68.5	1	2	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	1	047BT CONN. M.P. 4C69.34	Beaverton
US 26	Sunset	047BQI00	68.5	2A	3	047BT CONN. M.P. 4C69.34	Beaverton
OR-99W	Pacific Hwy West	09100D00	12.3	3	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	1	SW HAZELBROOK RD.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.3	3A	2	SW HAZELBROOK RD.	Tualatin

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100D00	12.98	3	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	4	1	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	12.98	3A	2	SW 130TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100D00	15.13	3	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	4	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	1	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100D00	15.13	3A	2	091CI CONN. M.P. 1C15.13	Sherwood
OR-99W	Pacific Hwy West	09100I00	10.36	1	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	1	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	3	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	1	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	2	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	10.36	2A	3	SW GAARDE ST.(SW MCDONALD ST.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	3	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	1	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	11.19	2A	2	SW ROYALTY PARKWAY(SW ROYALTY PKWY.)	Tigard
OR-99W	Pacific Hwy West	09100I00	12.66	1	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	3	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	4A	3	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	1	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	12.66	5A	2	SW 124TH AVE.	Tualatin
OR-99W	Pacific Hwy West	09100I00	14.68	2	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	3	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	1	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	2	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	14.68	4A	3	SW LANGER FARMS PKWY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	1	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	2	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-99W	Pacific Hwy West	09100I00	15	2	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	3	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	1	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	2	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15	4A	3	SW ROY ROGERS RD.(TUALATIN SHERWOOD RD.)	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.75	1	1	START OF SIDEWALK	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	2	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	1	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.77	1A	2	SW CEDAR BROOK WAY	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	1	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	2A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	1	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	2	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	09100I00	15.95	4A	3	SW MEINECKE PKWY.	Sherwood
OR-99W	Pacific Hwy West	091CII00	15.07	3	1	SW LANGER DR.	Sherwood
OR-47	Nahalem	10200I00	88.93	1	1	NW SUNSET DR.(NW BEAL RD.)	Forest Grove
OR-47	Nahalem	10200I00	88.93	2	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	3	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	4	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	1	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	2	NW SUNSET DR.(NW BEAL RD.)	
OR-47	Nahalem	10200I00	88.93	1A	3	NW SUNSET DR.(NW BEAL RD.)	
OR-127	Cornelius Pass	127AAI00	7.75	1	1	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	1	2	NW CORNELIUS PASS RD.	Hillsboro
OR-127	Cornelius Pass	127AAI00	7.75	2	1	NW CORNELIUS PASS RD.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	3	1	SE MAPLE ST.	Hillsboro
OR-219	Hillsboro-Silverton	14000I00	0.35	4	1	SE MAPLE ST.	Hillsboro

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-141	Beaverton-Tualatin	14100I00	4.89	1	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	4	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	1	MIDBLOCK CROSSING	Tigard
OR-141	Beaverton-Tualatin	14100I00	4.89	1A	2	MIDBLOCK CROSSING	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	1	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	2	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	1	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	14400D00	7.16	4A	2	144BX CONN. M.P. 2C7.16 (144BR CONN. M.P. 1C7.16)	Tigard
OR-217	Beaverton-Tigard	144AFI00	0.23	2	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	2A	2	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	1	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AFI00	0.23	3A	3	SW BARNES RD. (144AH CONN. M.P. 8C0.12)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	1	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	2	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	3	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	1	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.06	4	2	144AZ CONN. M.P. 4C3.45 (144BA CONN. M.P. 5C2.58)	Beaverton
OR-217	Beaverton-Tigard	144AXI00	3.1	4	1	SW 105TH AVE.	Beaverton
OR-217	Beaverton-Tigard	144BFI00	4.85	3	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	4	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	1A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	1	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BFI00	4.85	3A	2	SW SHADY LN. (144BJ FRONT. M.P. 1F4.95)	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	1	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.63	3A	2	SW HUNZIKER ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	3	1	144BP CONN. M.P. 4C7.16	Tigard

Key 23692 ADA Curb and Ramp Upgrades Proposed Approved Site Locations							
Hwy Name	Interstate, US, or OR Route #	LRM	MP	Corner Position	Ramp Position	Cross Street Name	City
OR-217	Beaverton-Tigard	144BNI00	6.74	4	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	1	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.74	2A	2	144BP CONN. M.P. 4C7.16	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	2	1	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BNI00	6.79	1A	2	SW HAMPTON ST.	Tigard
OR-217	Beaverton-Tigard	144BVI00	0.88	1	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	2	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	1	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton
OR-217	Beaverton-Tigard	144BVI00	0.88	4A	2	144BW CONN. M.P. 3C0.91 (144BU CONN. M.P. 1C0.92)	Beaverton

**3.2 Resolution No 24-5435 For the Purpose of Directing Staff to Develop Metro
Code and Administrative Rule Language to Prohibit the Landfill Disposal of
Commercial Food Waste Generated Within the Region Effective January 1, 2027**
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING STAFF TO)	RESOLUTION NO. 24-5435
DEVELOP METRO CODE AND)	
ADMINISTRATIVE RULE LANGUAGE TO)	Introduced by Chief Operating Officer
PROHIBIT THE LANDFILL DISPOSAL OF)	Marissa Madrigal in concurrence with
COMMERCIAL FOOD WASTE GENERATED)	Council President Lynn Peterson
WITHIN THE REGION EFFECTIVE JANUARY	
1, 2027	

WHEREAS, Metro regulates solid waste generated within the Metro region pursuant to Metro's constitutional, statutory, and charter authority and as set forth in the Metro Code; and

WHEREAS, food represents one of the largest single recoverable materials sent to landfills; and

WHEREAS, when sent to landfill, food waste generates methane, which is 25 times more potent a greenhouse gas than carbon dioxide; and

WHEREAS, the 2030 Regional Waste Plan addresses food waste and outlines actions to reduce its environmental impact, which guides Metro and local government work; and

WHEREAS, any solid waste facility that receives commercial food waste from the Metro region must manage the waste in accordance with Metro's requirements to ensure benefits to the public and to minimize environmental and human health impacts; and

WHEREAS, in 2018 Metro Council directed staff to develop a commercial food waste disposal prohibition for Council consideration no later than December 31, 2019 (Resolution No. 18-4864), and

WHEREAS, later that year, Metro Council established the business food waste requirement to increase the recycling of food waste and to assist the Metro region with achieving its waste reduction goals (Resolution No. 18-1424); and

WHEREAS, in 2020 Metro Council directed staff to develop Metro Code and administrative rule language to prohibit the landfill disposal of commercial food waste generated within the Metro region with an effective date of January 31, 2025 (Resolution No. 20-5067); and

WHEREAS, the arrival of the COVID-19 pandemic significantly impacted food generating businesses throughout the Metro region resulting in delays to implement the business food waste requirement established through Ordinance No. 18-1424; and

WHEREAS, extending the effective date of the landfill disposal prohibition aligns with the delayed implementation of the business food waste requirements caused by COVID-19 and allows time for continued implementation of the requirement and further stakeholder engagement; now therefore,

BE IT RESOLVED that the Metro Council directs staff to:

1. Develop Metro Code and administrative rule language to prohibit the landfill disposal of commercial food waste generated within the Metro region with an effective prohibition date of January 1, 2027.

2. Develop and track the key milestones needed to implement the requirement on January 1, 2027.

ADOPTED by the Metro Council on this 12th day of December 2024.

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 24-5435 FOR THE PURPOSE OF DIRECTING STAFF TO DEVELOP METRO CODE AND ADMINISTRATIVE RULE LANGUAGE TO PROHIBIT THE LANDFILL DISPOSAL OF COMMERCIAL FOOD WASTE GENERATED WITHIN THE REGION EFFECTIVE JANUARY 1, 2027

Date: November 25, 2024

Prepared by: Holly Stirnkorb,
holly.stirnkorb@oregonmetro.gov

Department: Waste Prevention and
Environmental Services

Meeting Date: December 12, 2024

ISSUE STATEMENT

Metro Council adopted Resolution No. 20-5067, directing staff to develop Metro Code and administrative rule language to prohibit the landfill disposal of commercial food waste within the Metro region with an effective date of January 2025. The arrival of the COVID-19 pandemic significantly impacted food generating businesses throughout the Metro region resulting in delays to implement the business food waste requirement established through Ordinance No. 18-1424. Extending the effective date of the landfill disposal prohibition to January 1, 2027, allows time for continued business food waste requirement implementation and stakeholder engagement and regional collaboration to develop the prohibition.

ACTION REQUESTED

Approve Resolution No. 24-5435 which will direct staff to: 1) develop Metro Code and administrative rule language to prohibit the landfill disposal of commercial food waste generated within the Metro region with an effective prohibition date of January 1, 2027, and 2) develop and track the key milestones needed to implement the requirement on January 1, 2027.

IDENTIFIED POLICY OUTCOMES

Extending the effective date of the landfill disposal prohibition aligns with the delayed implementation of the business food waste requirement caused by COVID-19 and allows time for continued implementation of the requirement and further stakeholder engagement.

POLICY QUESTION

Does Council support extending the implementation date of the landfill disposal prohibition for commercial food waste to January 2027?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Direct staff to develop a landfill disposal prohibition effective on January 1, 2025, as adopted under Resolution No. 20-5067.
2. Direct staff to extend the timeline and develop a landfill disposal prohibition with an effective date of January 1, 2027.

STAFF RECOMMENDATION

Staff recommends that Metro Council extend the effective date of the proposed landfill disposal prohibition for commercial food waste to January 1, 2027.

KNOWN OPPOSITION / SUPPORT / COMMUNITY FEEDBACK

There is no known opposition to extending the effective date of the landfill prohibition.

LEGAL ANTECEDENTS

The Oregon Constitution, Metro Charter, Oregon Revised Statutes Chapters 268 and 459, and Metro Code Title V.

FINANCIAL IMPLICATIONS

There are no financial implications resulting from extending the effective date of the landfill prohibition.

BACKGROUND

Food is one of the largest components of the region's waste stream. Food sent to the landfill decays and creates methane, a potent greenhouse gas. Businesses such as restaurants and grocery stores are responsible for more than half that amount. In 2016, the Metro Council found that the following key actions were needed to achieve a stable and effective regional food waste recovery system:

1. Require certain businesses to separate their food scraps for recovery and eventually prohibit the landfill disposal of food from businesses.
2. Determine how to efficiently transfer and deliver food scraps for processing.
3. Secure local and stable processing capacity.

Implementation of these initiatives is ongoing; however, progress has been delayed by the COVID-19 pandemic. Despite these delays, over 54,456 tons of food scraps have been recovered since the business food waste requirement went into effect in 2022. As a component of the business food waste requirement, Council adopted a disposal prohibition to become effective in 2025 to support recovery efforts.

The goal of prohibiting the disposal of commercial food waste in a landfill is to protect human health and the environment and to reinforce the food waste separation requirements. This is much like existing similar prohibitions for hazardous and electronic waste. In addition, a disposal prohibition provides a firm backstop to the business food waste requirement that local governments can incorporate into their efforts to assist businesses with implementation and compliance.

3.3 Consideration of the October 17, 2024 Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, October 17, 2024

10:30 AM

**Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> Webinar ID: 615 079 992 or 888-475-4499 (toll free)

1. Call to Order and Roll Call

Present: 6 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

Seeing none, Council President Peterson moved on to the next agenda item.

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Presentations**3.1 Auditor's Office Annual Report**

Presenter(s): Brian Evans (he/him), Metro Auditor

Attachments: [Auditor-Annual-report-September-2024](#)

Council President Peterson introduced Brian Evans (he/him), Metro Auditor to present the Auditor's Office Annual Report.

Staff pulled up the Auditor's Office Annual Report presentation to present to Council.

Presentation Summary:

Auditor Evans described the contents of the Fiscal Year 2023-2024 report, which included the findings of performance audits, the management of the financial audit contract, and the administration of the Accountability Hotline. The accomplishments of the Auditor's office included an increase in the number of audits performed per employee and positive feedback from the programs and persons audited.

Council Discussion:

The Council had no questions but expressed their appreciation for the work of the Auditor.

Seeing no further discussion, Council President Peterson moved on to the next item on the agenda.

4. Ordinance (Second Reading and Vote)**4.1 Ordinance No. 24-1519, For the Purpose of Annexing to the Metro District**

Approximately 18.08 acres in Tigard West of SW 150th Ave and North of SW Beef Bend Rd at the North End

Presenter(s): Glen Hamburg, Associate Regional Planner, Metro

Attachments: [Ordinance No. 24-1519](#)

[Exhibit A](#)

[Staff Report](#)

[Attachment 1](#)

Council President Peterson stated that the first reading and public hearing for Ordinance No. 24-1519 took place on Thursday, October 10th, 2024.

Council President Peterson called on Glen Hamburg, Associate Regional Planner, Metro to answer questions for Council.

Seeing no questions, Council President Peterson called for a vote on Ordinance No. 24-1519. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

A motion was made by Councilor Gonzalez, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

Council will be in Recess following this item and will reconvene at 1pm.

5. Resolutions

- 5.1 **Resolution No. 24-5436** For The Purpose Of Establishing The Metro Council's Priorities For An Integrated And Expanded Regional Supportive Housing Services And Affordable Housing Program

Presenter(s): Council President Lynn Peterson (she/her)
Chief Operating Officer Marissa Madrigal

Attachments: [Resolution 24-5436](#)
[Exhibit A](#)
[Staff Report](#)

Council President Peterson was called to present to Council.

Staff pulled up the Resolution No. 24-5436 presentation to present to Council.

Presentation Summary:

Council President Peterson opened the presentation with a review of the Council's SHS goals and the purpose of the proposed resolution. She explained the principles of the regional program, highlighted important elements of the future package, and discussed a potential ballot measure. Council President Peterson then listed the proposed amendments based on county feedback and Councilor suggestions.

Council Discussion:

Seeing none, Council President Peterson moved to the discussion of proposed amendments.

Council President Peterson opened the floor for the Council discussion of proposed amendments to Resolution No. 24-5436.

Councilor Gonzalez proposed an amendment to Action 1(f),

which revises the language to read: "That the program support a culture of continuous learning and is responsive to challenges that need to be addressed."

MOTION: Moved by Councilor Gonzalez and Seconded by Councilor Lewis

ACTION: Motion passed unanimously

Councilor Gonzalez proposed an amendment to Action 1(g), which revises the language to read: "That the program be explicit about how the people of the region can expect to be served, wherever and however they experience the homelessness and affordable housing crisis - for example, a person experiencing homelessness or housing instability, a concerned community member, a housing or service provider, a business owner, or a visitor to the region."

MOTION: Moved by Councilor Gonzalez and Seconded by Councilor Rosenthal

ACTION: Motion passed unanimously

Councilor Rosenthal proposed an amendment to add Action 1(h): "That the program solicits and incorporates technical and practical input from a broad variety of stakeholders that manage and/or are impacted by homelessness and affordable housing need, to include but not be limited to service providers, financial and business interests, people with relevant lived experience, and community and neighborhood leaders throughout the region."

MOTION: Moved by Councilor Rosenthal and Seconded by Councilor Lewis

ACTION: Motion passed unanimously

Councilor Lewis proposed an amendment to add Action

2(g): “A transparent process for ensuring that regional outcomes are advanced, that successes are acknowledged, and that timely improvements are made when progress is insufficient.”

MOTION: Moved by Councilor Lewis and Seconded by Councilor Nolan

ACTION: Motion passed unanimously

Council President Peterson proposed an amendment to Action 3(c)(iv), which revises the language to add: “The Metro Council will establish interim key performance indicators based on work completed to date by the Tri-County Planning Body.”

MOTION: Moved by Council President Peterson and Seconded by Councilor Gonzalez

ACTION: Motion passed unanimously

Councilor Lewis proposed an amendment to Action 3(c)(vi), which revises the language to read: “coordinating the integration of regional housing need analyses and local housing production targets mandated by the State of Oregon, including the identification of barriers and potential solutions to fulfilling these mandates and to creating affordable housing.” The amendment was seconded by Councilor Gonzalez and passed unanimously.

MOTION: Moved by Councilor Gonzalez and Seconded by Councilor Rosenthal

ACTION: Motion passed unanimously

Councilor Rosenthal proposed an amendment to Action 3(e) (i), which revises the language to read: “be advised by one or more advisory subcommittees of its determination,

representing expertise or interests relevant to the operation of the regional system, potentially including groups representing housing providers, supportive service providers, service users, and local jurisdictional and community interest groups.”

MOTION: Moved by Councilor Rosenthal

ACTION: Motion failed 5-0 with 1 abstention

Council President Peterson proposed an amendment to Recital (n) to revise the language to read: “WHEREAS, addressing homelessness requires funding for dedicated supportive services, rental assistance, and ample affordable housing for people experiencing or at risk of homelessness; and....”

MOTION: Moved by Council President Peterson and

Seconded by Councilor Gonzalez

ACTION: Motion passed unanimously

Council President Peterson proposed an amendment to add a new Recital, which reads: “WHEREAS, in seeking long-term funding for an integrated regional supportive housing services and affordable housing program, the Metro Council wishes to strike an appropriate balance between the longevity and rate of regional taxpayers’ contributions to addressing these needs, and the necessity of securing greater contributions from State and Federal partners....”

MOTION: Moved by Council President Peterson and

Seconded by Councilor Lewis

ACTION: Motion passed unanimously

Council President Peterson proposed an amendment to Action 1(a) to revise the language to read: “That the

program be founded on a truly regional plan that builds toward regional outcomes - including ensuring homelessness is rare, brief and nonrecurring, and that affordable housing need continues to be met, with a clear commitment to prioritize the populations described as Populations A and B in the current Supportive Housing Services program, including families and individuals experiencing chronic homelessness or who are at greatest risk of experiencing homelessness.”

MOTION: Moved by Council President Peterson and
Seconded by Councilor Gonzalez

ACTION: Motion passed unanimously

Council President Peterson proposed an amendment to Action 3(f) to revise the language to add: “Staff will provide recommendations for this transition as well as recommended next steps for the current Metro Affordable Housing Bond Oversight Committee.”

MOTION: Moved by Council President Peterson and
Seconded by Councilor Lewis

ACTION: Motion passed unanimously

Councilor Lewis made closing remarks and referenced a comment made by Andy Miller - “individual success is not rolling up into collective impact.” She noted the tension that exists between oversight of pods of activity and finding regional success. She spoke to the many different approaches that are necessary to address the homelessness crisis but emphasized the importance of a cohesive plan.

Seeing no further discussion on the topic, Council President Peterson called for a final vote on the amended Resolution No. 24-5436. It passed unanimously.

A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

5.1.1 Public Comment for Resolution No. 24-5436

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 24-5436 For The Purpose Of Establishing The Metro Council's Priorities For An Integrated And Expanded Regional Supportive Housing Services And Affordable Housing Program.

Chair Harrington, Washington County, noted that she submitted feedback the day prior through a letter sent to Council. She expressed concern that there is an expectation for counties to do more work with fewer resources. She stated that rental assistance is key for housing stability but is not yet properly funded. Chair Harrington also voiced concern that creating a regionwide oversight committee oversteps the bounds of the Council's authority.

Chair Tootie Smith, Clackamas County, shared that while Clackamas County did not support the initial housing bond, the county has exceeded expectations to the point of receiving national recognition. She explained that while the county can accommodate a tax cut of 10%, it cannot be expected to extend services. Chair Smith also stated her belief that the State bears some responsibility for addressing the housing crisis and emphasized that the

counties need seats on the oversight committee.

Chair Jessica Vega Pederson, Multnomah County, testified that Multnomah County is committed to a coordinated approach. She stated that the county is back on track and delivering results, but extending the SHS measure now would threaten the success of its programs. She asked Council to wait until the new revenue forecast before making changes to the tax structure and to establish a series of formal conversations regarding the measure where counties are included.

Commissioner Martha Schrader, Clackamas County, listed the ways that Clackamas County has exceeded its goals. She shared her belief that the system is working well as-is and that trying to make changes will reduce county funding and success. She also voiced concern that the expansion of the oversight committee could violate the IGA and urged Council not to move forward at this time.

Commissioner Mark Shull, Clackamas County, shared that the proposal will be very unpopular with the residents of Clackamas County, raising concerns about the cost of an oversight board. He expressed that the county feels a lack of autonomy with the expansion of Metro's power. Commissioner Shull stated the county has more expertise in housing issues than Metro and that he supports making advancements in addressing the housing crisis with the time remaining.

Commissioner Paul Savas, Clackamas County, expressed his perspective that Clackamas County was unfairly asked to

frontload money when the housing bond passed. He stated that extending the measure would require a cut to resources, create bureaucracy, and take up valuable money from housing services. He also conveyed that he disapproves of the Council's decision to prioritize the presence of non-elected officials on the oversight committee.

Commissioner Ben West, Clackamas County, described the proposed resolution as drastic and unfair, claiming that Clackamas and Washington Counties are being punished for the failures of Multnomah County. He expressed his opinion that Clackamas County's autonomy and leadership are being threatened despite the county's continued success.

Commissioner Sharon Meieran, Multnomah County, agreed with Commissioner West's testimony. She stated that Metro's job is not to redirect funds but to hold counties, and Multnomah County specifically, to its goals. She expressed her appreciation for the corrective actions taken by Metro but believes they were insufficient. Commissioner Meieran added that cities ought to be responsible for housing and counties for services.

Angela Martin, HereTogether Oregon, spoke in support of the resolution, sharing her perspective that reforms are necessary, including the development of a regional plan and better direction to ensure that resources go to those in need. She stressed the importance of a region-wide approach with clear accountability, including the creation of an oversight committee.

Andy Miller, Our Just Future, shared his perspective as an employee of Our Just Future, which he stated is funded by SHS dollars and bond funds to develop affordable housing. Miller explained that the individual successes of counties are insufficient because homelessness is a systemic problem. In addition to supporting the measure, he asked for an investment in the housing services workforce and a continuation of resources to address this regionwide issue.

Cameran Murphy, Boys and Girls Aid, stated that the region is not ready for a sunset on the housing measure as it is critical to continue housing youth beyond the six-year mark. She described the importance of involving community members and service providers, not just elected officials, in the decision-making process, and she requested that funding goes primarily to the most severe cases of homelessness.

Brooke Goldberg, Central City Concern, shared her support of the resolution and the continued fiscal support structure to build a better housing system. She endorsed the extension of the bond to create a strong regional safety net and explained that data is more critical to success than oversight. She concluded by stating that success will depend upon partnerships across systems.

John Isaacs, Portland Metro Chamber (PMC) stated that the PMC represents the largest, most diverse businesses and networks in the region. He shared his support of the resolution, emphasizing the importance of course correction for the resources offered by the housing bond. He shared his support of additional oversight, a greater focus on the

unsheltered population, and an extension of the tax until 2050 if it is paired with a cut to personal income taxes.

Seeing no further testimony, Council President Peterson moved on to the next agenda item.

6. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- She expressed appreciation for the partnerships that came together for the Employee Town Hall earlier in the week.
- The Willamette Cove project has an upcoming opportunity for community to contribute to the design of the park and trails.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis attended the TriMet celebration for a Zero-Emission Fleet investment. She also reported that Expo futures subcommittee had one of its last meetings and discussed the possibility of a seasonal track.
- Councilor Hwang attended a meeting the evening prior, where the CCBA and the Chinese community asked for a formal apology from Multnomah County for events of the 1940s.
- Councilor Gonzalez reported on JPACT meeting, including the adoption of its State Legislative Priorities. He also showed off the community engagement award given to Washington County for the Council Creek Regional Trail Project.

- Councilor Rosenthal reported on the morning's MERC meeting and shared that the P5's IGAs will be discussed in upcoming meetings.

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 2:56 p.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Nicholas Cooley". The script is cursive and fluid.

Nicholas Cooley, Legislative Assistant

3.4 Consideration of the November 7, 2024 Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, November 7, 2024

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Deputy Council President Hwang called the Metro Council Meeting to order at 10:33 a.m.

Present: 6 - Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

Excused: 1 - Council President Lynn Peterson

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

Deputy Council President Hwang acknowledged the political climate following the national election and reaffirmed Metro's commitment to the region.

Deputy Council President Hwang opened the meeting to members of the public wanting to testify on non-agenda

items.

There were none.

Deputy Council President Hwang closed the public comment period and stated for the record that written testimony concerning Supportive Housing Services had been received from a member of the public and would be available in meeting materials.

3. Resolutions

3.1 **Resolution No. 24-5441**, For The Purpose Of Proclaiming Every November As Native American Heritage Month In The Greater Portland Area

Attachments: [Resolution No. 24-5441](#)
[Staff Report](#)

Deputy Council President Hwang introduced Katie McDonald, Tribal Liaison and Jess Rojas, Community Education and Stewardship Programs Lead, to present on Resolution No. 24-5441, For the Purpose of Proclaiming Every November as Native American Heritage Month in the Greater Portland Area.

Staff pulled up the “Native American Heritage Month” slides to present to Council.

Staff Presentation

Presenters shared photos from the Native American Heritage Month Coffee Hour at the Metro Regional Center. McDonald highlighted programs led by Indigenous staff members at Metro and reported on recent engagement events with native communities and Tribes. Rojas read Resolution No. 24-5441 to the Council.

Council Discussion

Councilor Rosenthal remarked on recent programming from Oregon Public Broadcasting (OPB).

Presenters expressed that independent news organizations such as OPB and Underscore had created informative materials with the involvement of Indigenous communities.

Deputy Council President Hwang, Councilor Nolan, Councilor Gonzalez, Councilor Lewis, and Councilor Simpson thanked the staff for their work.

Seeing no further comments, Deputy Council President Hwang called for a motion to approve Resolution No. 24-5441.

A motion was made by Councilor Gonzalez and seconded by Councilor Simpson.

The motion was carried by the following vote:

Aye: 6 - Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Council President Peterson

4. Presentations

4.1 Willamette Cove Master Planning- Nature Park Concepts

Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

Deputy Council President Hwang introduced Paul Slyman, General Manager of Major Projects, and Jennifer D'Avanzo, Landscape Architect and Planner, to present on Willamette Cove Master Planning.

Staff pulled up the “Willamette Cove Master Planning - Nature Park Concepts” slides to present to Council.

Staff Presentation

Slyman provided background on Willamette Cove and the habitat restoration project. D’Avanzo shared the current site Master Plan, commitments to Tribes, and engagement outcomes and priorities. She described three different design scenarios for Willamette Cove, 1. “Cove,” 2. “Panorama,” and 3. “Shallows.” D’Avanzo reported that a built structure and a longer boat ramp and fishing pier were favored elements. Presenters requested feedback on the concepts and overall approach.

Council Discussion

Councilor Gonzalez emphasized adaptive and comprehensive community engagement.

Councilor Lewis noted the evolution of the design ideas and stated a preference for the second and third concepts as promoting movement through the site.

Councilor Nolan inquired about potential conflicts with the cleanup effort and topography challenges of the site.

Presenters responded that the priority is making the site safe and protected for the long term and conveyed that staff would continue to work on resolving design conflicts.

Councilor Rosenthal advised prioritizing human and neighborhood use of the area and suggested in-water habitat recovery as the highest priority in terms of the

nature restoration goals.

Councilor Simpson expressed interest in the second and third designs and emphasized following the recommendations of Tribes and meeting ADA requirements.

Deputy Council President Hwang inquired about the beaches as a design element and cost estimates.

Presenters explained the purpose of the beaches in the design and stated that they could not provide cost estimates this early in the process.

Deputy Council President Hwang conveyed appreciation for the second and third design concepts.

Presenters expressed hearing support for the design scenarios “Panorama” and “Shallows” as well as the recreational design elements and in-water habitat for salmon. Presenters acknowledged the Council’s concerns over attempting to accomplish too much on the small site. Presenters highlighted the role of the late Bob Sallinger in the process.

5. Consent Agenda

5.1 Consideration of the September 12, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

This item was approved.

5.2 Consideration of the September 26, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

This item was approved.

5.3 Consideration of the October 3, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

This item was approved.

- 5.4 **Resolution No. 24-5434**, For The Purpose Of Amending, Canceling, Or Adding A Total Of Twelve Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements

Attachments: [Resolution no. 24-5434](#)

[Staff Report](#)

[Exhibit A](#)

[Attachment 1](#)

[Attachment 2](#)

Deputy Council President Hwang called for a motion to approve the Consent Agenda.

A motion was made by Councilor Lewis and seconded by Councilor Gonzalez.

The motion was carried by the following vote:

Aye: 6 - Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Council President Peterson

6. Ordinances

- 6.1 **Ordinance No. 24-1521** For The Purpose of Amending Metro Code Chapter 7.05 (Income Tax Administration) Regarding Response Deadlines For Protests and Appeals

Attachments: [Ordinance No. 24-1521](#)

[Staff Report](#)

[Exhibit A](#)

Deputy Council President Hwang introduced Justin Laubscher, Tax Compliance Program Manager, to present on the first reading of Ordinance No. 24-1521, For the Purpose of Amending Metro Code Chapter 7.05 (Income Tax Administration) Regarding Response Deadlines to Protests and Appeals.

Staff pulled up the “Supportive Housing Services Program and Tax Implementation” slides to present to Council.

Staff Presentation

Laubscher explained that the amendment to the Metro Code would extend the Tax Administrator’s response deadline from 30 to 180 days to align with the City and Counties.

Council Discussion

Councilor Rosenthal requested an estimation of the standard response time.

Laubscher stated that responses generally take fewer than 180 days.

6.1.1 Public Hearing for Ordinance No. 24-1521

Deputy Council President Hwang opened the meeting to members of the public wanting to testify on Ordinance No. 24-1521.

There were none.

Deputy Council President Hwang closed the public hearing, and the second reading of Ordinance No. 24-1521 was set for November 14, 2024.

7. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Open enrollment period for Metro Benefits ending
- MRC is closed for the Veterans Day holiday
- Acknowledged post-election concerns and reminded employees of available counseling services through Metro’s EAP

8. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Simpson invited people to attend a Veterans Day parade at MLK and Beach
- Councilor Lewis reported that the Oregon Zoo ZAP program hosted an advocacy roundtable
- Councilor Lewis mentioned that the SHS Oversight Committee found inconsistent reporting from the counties on populations in their reports
- Councilor Rosenthal and Councilor Gonzalez thanked staff for facilitating a civic engagement class in Spanish
- Councilor Gonzalez reported meeting with THPRD leadership to discuss agency partnership, as well as participating in a virtual housing forum with Bienestar about SHS reforms

9. Adjourn to Executive Session

There being no further business, Deputy Council President Hwang adjourned the Metro Council Meeting to an Executive Session at 12:27 p.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

The Executive Session will be held pursuant under ORS 192.660(2)(h): To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

This Executive Session is closed to the public.

3.5 Consideration of the November 21, 2024 Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, November 21, 2024

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:32 a.m.

Present: 6 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

Excused: 1 - Councilor Juan Carlos Gonzalez

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items.

Peter Klym, MRC: Testified in support of ice rink facilities as part of the Expo Future Project.

Konrad Lasota, MRC: Testified in support of ice rink facilities as part of the Expo Future Project.

David Bruntan, MRC: Testified in support of multi-sport facilities as part of the Expo Future Project.

There being no further testimony on non-agenda items, Council President Peterson closed the public communication period and moved on to the next agenda item.

3. Consent Agenda

3.1 Consideration of the September 19, 2024 Minutes

Attachments: [Minutes](#)

This item was approved.

3.2 Consideration of the October 10, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

This item was approved.

3.3 Consideration of the October 31, 2024 Minutes

Attachments: [Minutes](#)

This item was approved.

3.4 **Resolution No. 24-5433** For the Purpose of Authorizing the Chief Operating Officer to Issue an Amended Non-System License to COR Disposal, LLC for the Transport of Commercial Food Waste Mixed with Compostable Service Ware to the Annen Bros., Inc. Compost Facility Located in Marion County, Oregon

Attachments: [Resolution No. 24-5433](#)
[Staff Report](#)
[Exhibit A](#)

This item was approved.

3.5 **Resolution No. 24-5428** For the Purpose of Amending and Adopting the List of Designated Facilities of the Solid Waste System Pursuant to Metro Code Chapter 5.05

Attachments: [Resolution No. 24-5428](#)
[Staff Report](#)
[Exhibit A](#)
[Exhibit B](#)
[Attachment 1](#)

This item was approved.

- 3.6 **Resolution No. 24-5439** For the Purpose of Confirming Members of the Regional Waste Advisory Committee

Attachments: [Resolution No. 24-5439](#)
[Exhibit A](#)
[Staff Report](#)

Council President Peterson called for a motion to approve the Consent Agenda.

A motion was made by Councilor Lewis and seconded by Councilor Simpson.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Councilor Gonzalez

4. Resolutions

- 4.1 **Resolution No. 24-5442** For the Purpose of Awarding 2040 Planning and Development Grants

Attachments: [Resolution No. 24-5442](#)
[Staff Report](#)
[Attachment A](#)
[Exhibit A](#)

Council President Peterson introduced Serah Breakstone, 2040 Grants Program Manager, and Hau Hagedorn, Community Investment Manager, to present on Resolution No. 24-5442 For the Purpose of Awarding 2040 Planning and

Development Grants.

Staff pulled up the “2040 Planning & Development Grants - 2024 Quarter 4 Cycle” slides to present to Council.

Staff Presentation

Hagedorn introduced the 2040 Grants Program. Breakstone explained the grant cycle application process and shared funding recommendations for Lake Oswego, Troutdale, and Albina Vision Trust.

Council Discussion

Councilor Rosenthal inquired about the timeframe for funding and project completion.

Presenters responded that the goal is 18-24 months for both Lake Oswego and Albina Vision Trust.

Councilor Hwang inquired about the project proposals and applicants that did not advance.

Presenters described the primary concerns with the Prosper Portland and Made in Old Town project proposals, highlighting a lack of clarity over planning goals.

Seeing no further discussion, Council President Peterson invited testimony from Winta Yohannes, Executive Director of the Albina Vision Trust.

Winta Yohannes, MRC: Testified in support of the grant for Albina Vision Trust as part of Resolution No. 24-5442

Sam Diaz, Zoom: Testified in support of the grant for Albina Vision Trust as part of Resolution No. 24-5442

Councilor Simpson, Councilor Lewis, Councilor Rosenthal, and Council President Peterson thanked staff and applicants for their work.

Seeing no further discussion, Council President Peterson called for a motion to approve Resolution No. 24-5442.

A motion was made by Councilor Lewis and seconded by Councilor Simpson.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Councilor Gonzalez

4.2 **Resolution No. 24-5430** For the Purpose of Amending the FY 2024-25 Budget and Appropriations Schedule and FY 2024-25 Through FY 2028-29 Capital Improvement Plan to Provide for Changes in Operations

Attachments: [Resolution No. 24-5430](#)
[Staff Report](#)
[Exhibit A](#)
[Exhibit B](#)
[Attachment 1](#)
[Attachment 2-7](#)

Council President Peterson introduced Brian Kennedy, Chief Financial Officer, and Amanda Akers, Budget Manager, to present on Resolution No. 24-5430 For the Purpose of Amending the FY 2024-25 Budget and Appropriations Schedule and FY 2024-25 Through FY 2028-29 Capital Improvement Plan to Provide for Changes in Operations.

Staff pulled up the “FY 2024-25 November Supplemental Budget Amendment” slides to present to Council.

Staff Presentation

Presenters outlined the proposed FTE and Capital Improvement Plan (CIP) changes, including significant budget increases for Waste Prevention & Environmental Services and the Oregon Zoo.

Council Discussion

Councilor Hwang inquired about how the Finance staff identify funding sources.

Presenters explained that, in addition to the strategic leveraging of investments, the Capital Asset Management and Programs staff regularly monitor and pursue grant programs.

Councilor Lewis thanked staff and asked about the City of Portland's contribution to the cost expenditure for the Arlene Schnitzer Concert Hall's roof replacement project.

Presenters responded that \$1 million was the extent of City's contribution.

Councilor Rosenthal inquired about the \$75 million overall increase in bond allocation.

Presenters responded that the bonds would be issued in compliance with IRS rules for tax-exempt bonds.

A motion was made by Councilor Lewis and seconded by Councilor Simpson.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Excused: 1 - Councilor Gonzalez

4.2.1 Public Comment for Resolution No. 24-5430

Council President Peterson opened Resolution No. 24-5430 for public comment.

There was none.

Council President Peterson closed the public hearing and called for a motion to approve Resolution No. 24-5430.

Ordinances (First Reading and Public Hearing)

- 5.1 **Ordinance No. 24-1520** For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing and Employment to the Year 2044 and Amending the Metro Code to Conform

Attachments: [Ordinance No. 24-1520](#)
 [Staff Report](#)
 [Attachment A](#)
 [Exhibit A](#)
 [Exhibit B](#)
 [Exhibit C](#)
 [Exhibit D](#)
 [Exhibit E](#)
 [Exhibit E Appendix 1](#)
 [Exhibit E Appendix 1A](#)
 [Exhibit E Appendix 2](#)
 [Exhibit E Appendix 3](#)
 [Exhibit E Appendix 4](#)
 [Exhibit E Appendix 5A](#)
 [Exhibit E Appendix 5B](#)
 [Exhibit E Appendix 6](#)
 [Exhibit E Appendix 7](#)
 [Exhibit E Appendix 7A](#)
 [Exhibit E Appendix 8](#)
 [Exhibit E Appendix 8A](#)
 [Exhibit E Appendix 9](#)
 [Exhibit E Appendix 10](#)
 [Exhibit E Appendix 11](#)
 [Exhibit F](#)

Council President Peterson introduced Catherine Ciarlo, Planning Director, and Ted Reid, Principal Regional Planner, to present on Ordinance No. 24-1520 For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing and Employment to the Year 2044 and Amending the Metro Code to Conform.

Staff pulled up the “Urban growth management: Metro Council decision” slides to present to Council.

Staff Presentation

Presenters summarized the overall process and timeline of the urban growth management decision, including the Urban Growth Report, Sherwood West expansion proposal, engagement and committee meetings, and the COO Recommendation for Urban Growth Boundary expansion. Ciarlo listed potential work session topics pending approval of the ordinance. Reid reviewed the techniques for analysis and understanding likelihood of development as well as the Metro Council's direction for conditions of approval.

Councilor Gonzalez joined the meeting at 11:38 a.m.

Roger Alfred, Legal Counsel from the Office of Metro Attorney, addressed several legal components of the proposal. Alfred distinguished between the vacant and buildable land in Sherwood and explained how various factors inform the Alternatives Analysis.

Council President Peterson left the meeting at 11:47 a.m.

Deputy Council President Hwang opened Ordinance No. 24-1520 for discussion.

Council Discussion

Councilor Rosenthal inquired about stakeholder engagement and whether the Sherwood proposal was independent of the regional growth forecast.

Presenters responded that staff had consistent engagement with stakeholders and stated that the analysis and determination of regional need did not directly involve the Sherwood Concept Plan.

Councilor Gonzalez remarked on Metro's commitment to stakeholders and thanked staff for their work.

Deputy Council President Hwang asked presenters to elaborate on the conditions of approval regarding engagement and affordability.

Presenters detailed the proposed conditions focusing on the responsibility of city governments to incentivize affordable housing, follow new state laws for production strategies, and seek opportunities that encourage affordable housing within existing town centers. Presenters added that the proposed condition for public engagement is intended to encourage involvement from people of marginalized groups.

5.1.1 Public Hearing For Ordinance No. 24-1520

Deputy Council President Hwang opened the meeting to members of the public wanting to testify on Ordinance No. 24-1520.

Kennedy Hawkins, MRC: Testified in support of the Sherwood West expansion.

Brian Bellairs, MRC: Testified in support of the Sherwood West expansion.

Jeffery Kleinman, MRC: Testified in opposition to the Sherwood West expansion.

Mike Connors, MRC: Testified in opposition to the Sherwood West expansion.

Sam Diaz, MRC: Testified in opposition to the Sherwood West expansion.

Amelia Larkin, MRC: Testified in support of the Sherwood West expansion.

Levi Levasa, MRC: Testified in support of the Sherwood West

expansion.

Preston Korst, MRC: Testified in support of the Sherwood West expansion.

Kyler Fitch, Zoom: Testified in support of the Sherwood West expansion.

Terrel Smith, Zoom: Testified in support of the Sherwood West expansion.

John Rankin, Zoom: Testified in support of the Sherwood West expansion.

Peter Foster, MRC: Testified in support of the Sherwood West expansion.

There being no further testimony, Deputy Council President Hwang closed the public hearing for Ordinance No. 24-1520.

Councilor Rosenthal expressed that the City of Sherwood needs to continue the work to address transportation issues in the area.

Deputy Council President Hwang announced that Ordinance No. 24-1520 would be accepting testimony until November 27 at 5 p.m. and the second reading and vote was set for December 5, 2024.

6. Chief Operating Officer Communication

Deputy COO Andrew Scott provided an update on the following events or items:

- Acknowledged Trans Day of Remembrance and held a moment of silence

7. Councilor Communication

Councilors provided updates on the following meetings and

events:

- Councilor Simpson reported on housing production discussions from the Cascadia Innovation conference
- Councilor Lewis congratulated Civic Engagement grantees and staff for their work
- Councilor Lewis attended City of Milwaukie council meeting to discuss SHS reform
- Councilor Rosenthal advised adding “two-spirit” to lexicon at Metro
- Councilor Gonzalez reported on conversations from the JPACT meeting about emergency transportation routes and Sunrise Corridor

8. Adjourn

There being no further business, Deputy Council President Hwang adjourned the Metro Council Meeting at 12:42 p.m.

Respectfully submitted,



Emma McIntosh, Legislative Assistant

3.6 Consideration of the December 5, 2024 Minutes
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, December 5, 2024

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:32 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

Council President Peterson opened the meeting to members of the public wanting to testify on non-agenda items.

Art Lewellan, MRC: Testified in opposition to several regional infrastructure projects.

There being no further testimony, Council President

Peterson closed the public hearing on non-agenda items.

3. Presentations

3.1 Regional Supportive Housing Services And Affordable Housing Funding: Governance And Accountability

Attachments: [Staff Report](#)
[Attachment 1](#)

Council President Peterson opened the presentation on Governance and Accountability for Regional Supportive Housing Services and Affordable Housing Funding.

Staff pulled up the “Regional Housing and Supportive Services Funding: Governance” slides to present to Council.

Presentation

Council President Peterson described the key themes from feedback on Supportive Housing Services (SHS) funding as urgency, stability, and accountability. Council President Peterson outlined four guiding strategies for improving governance around SHS: 1) building a truly regional program, 2) improving accountability, 3) addressing the full scope of need, and 4) demonstrating outcomes.

Council Discussion

Topic No. 1: Regionalism

Councilor Simpson advised against recreating the current structure and highlighted the importance of improving metrics and data collection standards across the region.

Councilor Lewis expressed support for a single-body oversight committee structure that continues the vision of the Tri-County Planning Body.

Councilor Rosenthal emphasized the role of the three counties in implementing housing services and expressed that the proposed oversight body HHPAC should not be modelled on JPACT.

Councilor Gonzalez remarked on the technical challenges of aligning the region with local governments and recommended pursuing more formal engagement efforts.

Councilor Lewis distinguished between JPACT's goal of spending federal resources and advised that the new system focus on regional priorities.

Council President Peterson conveyed the expectation for the regional system to move people out of homelessness and into supportive services as quickly as possible. Council President Peterson noted the lack of detailed information around lived experiences of those within the current system and emphasized that coordination efforts should balance expertise and the ability to move agency and funds.

Topic No. 2: Accountability

Council President Peterson reviewed the proposals from Resolution No. 24-5436, including transitioning oversight to HHPAC to establish regional SHS standards.

Councilor Rosenthal remarked that HHPAC would have a predictive role and need to include project funders.

Councilor Lewis stated that the corrective action process needs to be collaborative, and accountability is critical.

Councilor Simpson advised clear authority with access to regional data and program monitoring.

Councilor Hwang expressed that the appointment process should ensure involvement does not seek to maximize profits but to improve the regional system.

Councilor President Peterson asked Councilors to comment on the desired role of the Metro Council in HHPAC to provide guidance for staff.

Councilor Lewis clarified that concurrence does not enable rapid response and more transparency is necessary.

Councilor Nolan recommended that certain decisions, such as the appropriation of funds, should be made by the bodies accountable to voters.

Councilor Rosenthal concurred with Councilor Nolan's remarks and suggested that corrective actions and data gathering could be delegated to HHPAC, while other areas could be addressed by Council.

Council President Peterson expressed that HHPAC would not be strictly advisory and would have decision-making power.

Councilor Gonzalez noted "advisory" as a complicated term in discussions and raised the issue of independent review.

Council President Peterson suggested an independent oversight committee to handle specific requests from external auditors as an option.

Topic No. 3: Scope

Councilor Lewis conveyed that affordable housing is the priority and regional coordination needs to be intentional.

Councilor Rosenthal concurred with Councilor Lewis on

improving community coordination at the regional level.

Councilor Simpson emphasized the need for clarity regarding scope.

Councilor Gonzalez added that the scope needs to address housing affordability at deeper levels.

Councilor Hwang expressed support for the direction and recommended setting a clear review period regarding stable base allocation.

Council President Peterson suggested re-evaluation every five or six years and defining Metro's role.

Councilor Nolan proposed a review every three years to establish a clear timeframe. Councilor Nolan emphasized an approach that removes financial interest and balances expertise with lived experience.

Councilor Hwang advised staggering the review process from Regional Transportation Plan (RTP) and Urban Growth Management (UGM) assessments.

COO Madrigal noted that establishing ethics was a key theme from stakeholders for assembling the committee.

Topic No. 4: Demonstrating Outcomes

Councilor Nolan expressed that achieving functional zero homeless is the desired outcome and the performance metrics reflect the process, not the outcome.

Councilor Simpson conveyed the need to set timeframes for goals and outcomes, an escalation process if decisions are stalled, and commitment to progress on regional priorities.

Councilor Rosenthal advised that the Council consider whether HHPAC would require dedicated staff.

Council President Peterson stated the intent would be for existing SHS program staff and planning staff to support HHPAC.

Councilor Gonzalez identified the lack of common definitions for program data across the regional system as a fundamental issue of streamlining governance.

Councilor Lewis expressed that it is necessary to have access to the raw data and outcomes must be viewed in context of the funds.

COO Madrigal summarized the proposed changes in governance as well as the need for data and analysis, common definitions, corrective action strategies, and outcomes in context.

Council President Peterson concluded with a list of proposed elements for the SHS measure.

Councilor Gonzalez acknowledged the window of opportunity to broaden engagement on the SHS.

Seeing no further discussion, Council President Peterson moved on to the next agenda item.

4. Ordinances (Second Reading and Vote)

- 4.1 **Ordinance No. 24-1520** For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing and Employment to the Year 2044 and Amending the Metro Code to Conform

Attachments: [Ordinance No. 24-1520](#)
[Staff Report](#)
[Attachment A](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Exhibit D](#)
[Exhibit E](#)
[Exhibit E Appendix 1](#)
[Exhibit E Appendix 1A](#)
[Exhibit E Appendix 2](#)
[Exhibit E Appendix 3](#)
[Exhibit E Appendix 4](#)
[Exhibit E Appendix 5A](#)
[Exhibit E Appendix 5B](#)
[Exhibit E Appendix 6](#)
[Exhibit E Appendix 7](#)
[Exhibit E Appendix 7A](#)
[Exhibit E Appendix 8](#)
[Exhibit E Appendix 8A](#)
[Exhibit E Appendix 9](#)
[Exhibit E Appendix 10](#)
[Exhibit E Appendix 11](#)
[Exhibit F](#)

Council President Peterson stated that the first reading and public hearing for Ordinance No. 24-1520 For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing and Employment to the Year 2044 and Amending the Metro Code to Conform took place on November 21, 2024.

Council President Peterson announced that Planning, Development, and Research staff were available to answer questions related to Ordinance No. 24-1520.

There were none.

Council Discussion

Councilor Rosenthal thanked staff and the City of Sherwood for their work.

Councilor Gonzalez thanked staff for their work and noted the multiple recommendations to proceed.

Councilor Nolan conveyed that staff did not meet basic procedural elements and raised concerns over shortcomings with the Sherwood Concept Plan.

Councilor Lewis reflected on the planning process and commended staff for Tribal Consultation and habitat preservation efforts. Councilor Lewis acknowledged the importance of cities for the health of the region.

Councilor Hwang expressed appreciation for staff, data modeling, and the City of Sherwood.

Council President Peterson thanked Metro staff, the City of Sherwood, and residents for their participation in the process.

Seeing no further discussion, Council President Peterson called for a motion to approve Ordinance No. 24-1520.

A motion was made by Councilor Rosenthal and seconded by Councilor Gonzalez.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Nay: 1 - Councilor Nolan

5. Chief Operating Officer Communication

Marissa Madrigal provided an update on the following events or items:

- Thanked the Council for productive budget preparation discussions.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- There were none.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:47 p.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

**4.2 Resolution No. 24-5445 For The Purpose Of Approving Funding
For Parks And Nature Bond Large Scale Community Visions Program**
Consent Agenda

Metro Council Meeting
Thursday, December 12, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FUNDING	)	RESOLUTION NO. 24-5445
FOR PARKS AND NATURE BOND LARGE)	
SCALE COMMUNITY VISIONS PROGRAM	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, on June 6, 2019, the Metro Council referred to the Metro area voters a ballot measure authorizing the issuance of general obligation bonds for the purpose of funding natural area and water quality protection and to connect people to nature close to home (the “Bond Measure”); and

WHEREAS, at the general election held on November 5, 2019, the Metro Area voters approved the Bond Measure, thereby creating a program to fund large-scale projects that uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing and safe, reliable transportation (referred to hereafter as the “Large Scale Community Visions Program” or “Program”); and

WHEREAS, in June of 2022, the Metro Council approved a Program pilot handbook that identified a proposal and project review process for the Program’s first cycle of grant funding; and

WHEREAS, in May of 2023, Metro made conditional funding awards for the first cycle of grants for the Large Scale Community Vision Program via Resolution No. 23-5322; and

WHEREAS, in March of 2024, the Metro Council revised the Program’s investment criteria via Resolution 24-5391 to, among other things, more clearly reflect the Program’s grant requirements based of lessons learned from the first cycle of funding awards; and

WHEREAS, in March of 2024, Metro issued a Notice of Funding Availability for up to \$10 million in grant funding for projects that meet the Program’s investment criteria; and

WHEREAS, Metro has received multiple grant applications for Large Scale Community Visions Program funding and Council has reviewed the application evaluations completed by the Program staff review committee; now therefore

BE IT RESOLVED THAT

1. The Metro Council hereby finds that joint grant funding application submitted by North Clackamas Watersheds Council, ODOT, City of Milwaukie, and American Rivers for restoration and improved fish passage of Kellogg Creek in Milwaukie (the “Kellogg Creek Restoration and Community Enhancement Project”) advances the vision and goals set forth in the Bond Measure and the intent of the Large-Scale Community Visions Program; and
2. The Metro Council hereby awards the Kellogg Creek Restoration and Community Enhancement Project up to \$10 million in Program funding, conditioned on eligibility requirements being satisfied and the successful execution of final grant funding agreements with Metro.

ADOPTED by the Metro Council this 12th day of December, 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5445, FOR THE PURPOSE OF APPROVING A SECOND ROUND OF FUNDING FOR THE PARKS AND NATURE BOND LARGE SCALE COMMUNITY VISIONS PROGRAM

Date: November 25, 2024

Department: Parks and Nature

Meeting Date: December 12, 2024

Prepared by: Linda Bartolini Venegas, she/her, large scale community visions program coordinator, Beth Cohen, she/her, bond program manager

Presenters: Jon Blasher, he/him, Parks and Nature Director, Linda Bartolini Venegas she/her, large scale community visions program coordinator

Length: 20 minutes

ISSUE STATEMENT

On November 5, 2019, voters in greater Portland overwhelmingly approved a \$475 million parks and nature bond, creating the large scale community visions program to support large-scale projects that uplift communities by leveraging nature to achieve benefits such as job opportunities, affordable housing, and safe reliable transportation.

In 2024, the Metro Council approved updates to the program handbook to govern a second solicitation of up to \$10 million for projects that meet the bond and program criteria and goals. Three letters of interest met the minimum eligibility requirements established by Council and were invited to submit a full application by October 1.

Staff compiled information and evaluation from the following three applications submitted for Council consideration and review.

- **East Portland Nature Center** – submitted Bird Alliance of Oregon for \$6.9million for site acquisition and restoration in east Portland
- **Foodways Corridor Project** – submitted by Rockwood Community Development Corporation of Oregon and East Multnomah Soil and Water Conservation District for \$3.6 million for site acquisition in Gresham
- **Kellogg Creek Restoration and Community Enhancement Project** – submitted by North Clackamas Watersheds Council, ODOT, City of Milwaukie, American Rivers for \$10 million for restoration and improved fish passage of Kellogg Creek

Approval of Resolution No. 24-5445 allows staff to advance Council direction to award funding for a second round of the large scale community visions program.

ACTION REQUESTED

Council consideration and approval of Resolution No. 24-5445.

IDENTIFIED POLICY OUTCOMES

Council direction shapes the large scale community visions program to deliver on policy outcomes identified in the 2019 parks and nature bond to protect land and water and align with regional conservation goals, strengthen our region's climate resilience and benefit communities who haven't benefitted equitably from past investments.

DEMONSTRATING IMPACTS AND TRANSFORMATION ON AGENCY PRIORITIES

The unique focus of this program on the intersection of nature and greening with existing or planned housing and transportation developments allows the agency to advance investments that strengthen climate resilience in communities across the region and leverage regional outcomes in housing, community and economic development and transportation

When evaluating and prioritizing applications, staff uses the following Council directed criteria and factors:

Eligibility: bond legal requirements

Projects awarded under this program must meet bond legal requirements to result in a publicly owned capital asset and consideration for funding is contingent on a letter of support from a state or local government entity expressing a commitment to owning and capitalizing the bond-funded asset.

Eligibility: program criteria

The large scale community visions program is intended to fund transformative nature projects that have significant investments in habitat restoration. The nature uplift components of the project must improve access to nature for people while preserving and protecting natural areas in a way that improves climate resiliency. These projects must also demonstrate complimentary investments in either housing, transportation, or workforce development. Projects that best meet the criteria and vision of Council will catalyze and knit together advances in regional priority outcomes of housing, transportation, climate resilience and workforce.

Driven by community voice

The Metro Council has directed that the large scale community visions program be driven by community voice in innovative ways. Staff have been meeting with park providers, conservation and community partners on an ongoing basis to understand interest in and barriers to utilizing large scale community visions funding for priority projects.

STAFF RECOMMENDATIONS

After reviewing the proposals and staff evaluations, the Metro Council has signaled that two projects, the East Portland Nature Center and Kellogg Creek Restoration, have the potential to fully address the bond measure and program requirements. Of these two projects, the Kellogg Creek Restoration project is currently positioned for an opportunity to

use large scale community vision funding to unlock federal funding in order to implement a Tribal supported project decades in the making.

Based on the evaluation of projects' ability to meet the bond requirements and advance desired bond and program outcomes, staff recommends that the Metro Council approve Resolution No. 24-5445 to select the Kellogg Creek Restoration and Community Enhancement project as a large scale community visions project to receive the full requested funding amount and not exceeding the \$10 million threshold.

Considerations for funding allocation

In order to be responsive to Council direction, Parks and Nature staff will continue to support productive conversations with the Bird Alliance of Oregon and explore relevant funding opportunities across the entire parks and nature bond that may be better matched.

STRATEGIC CONTEXT AND FRAMING COUNCIL DISCUSSION

The six programs in the parks and nature bond provide a range of strategies to preserve priority habitat and to bring nature closer to communities across the region.

Given the aspirations of the program and the scale required of projects for program eligibility, staff continue to maintain ongoing conversations with potential applicants and collaborate internally with other grant teams in Parks and Nature and Planning in order to best match projects to the right funding sources. Additionally, the legal requirements of the general obligation bond stipulate that any bond funded project must result in a capital asset in public ownership.

LEGAL ANTECEDENTS

Metro Council approved the criteria, processes and desired outcomes described in the program handbook through approval of Resolution 22-5269 on June 23, 2022 and directed the Chief Operating Officer to implement the first cycle of funding for the program generally in accordance with the framework described in the program handbook.

Approval of Resolution 23-5322 in May 2023 "For the purpose of selecting three Parks and Nature bond Large-scale community visions projects and awarding funding for the initial program cycle" designated three projects for funding and authorizes the COO to negotiate and execute individual funding agreements for each project, not to exceed \$10 million in large scale community visions pilot funding, when program conditions have been met.

In March 2024, Metro Council approved Resolution No. 24-5391, which advanced a set of adjustments to program criteria that is intended to better meet the landscape of project opportunities on the ground and create program accessibility across the region, as well as allowed for a notice of funding availability to begin in spring 2024.

COMMUNITY VOICE SHAPING PROJECTS AND PROCESS

During the solicitation for letters of interest, Parks and Nature staff hosted an in-person and virtual open house with approximately 35 attendees. Staff continue to meet with the

region’s park providers, jurisdictions and community-based organizations to understand potential project opportunities that may be eligible for program funding.

Staff plans to continue a robust outreach strategy to ensure follow up with those entities as well as partners who are identified as a potential good fit for program funding through other Parks and Nature and Metro grant programs and other partners across the region.

BACKGROUND

An overview of the program and key updates:

- In June 2022, Metro initiated a pilot project solicitation of up to \$10 million.
- In Spring 2023, Metro Council designated the following projects with conditional funding in the pilot round of the program.
 - Trust for Public Lands/Oregon State University – acquisition of private timber site in the Tualatin Mountains area, \$3.5 million
 - OMSI/CRTFIC – Waterfront Education Park and OMSI district catalyst on the Willamette River, \$7 million
 - Albina Vision Trust – Site acquisition adjunct to Willamette River, \$5 million
- After the completion of the pilot round, Council updated the program handbook based on lessons learned from the pilot round to ensure a successful and productive second round of solicitation.
- Solicitation for up to \$10 million in funding kicked off in April 2024.

Staff shared this opportunity through Metro’s website, with hundreds of former and current Parks and Nature grant recipients and with housing and community development focused organizations through collaboration with the Planning, Development and Research team.

- The program has received six letters of interest (LOI) since solicitation for the program opened on April 15, 2024. The current total request for the six LOIs is \$38M, which exceeds the \$10M available in this funding cycle.
- Five of the six LOIs have been reviewed by an internal staff review committee composed of staff from Parks and Nature and the Planning and Research departments based on compliance with Council approved bond and program criteria and bond requirements. Of the five LOIs submitted, three will be invited to submit a full application for the 2024 round of funding. Summary details of the LOIs submitted to date are available in the table below.
- Applications for the 2024 round of funding were due by October 1, and high level overview of the applications was presented at a work session on October 15. Detailed project evaluations were shared with Councilors for their review.

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No
- What other materials are you presenting today?

**4.1 Resolution 24-5437 For the Purpose of Metro Council's
Acceptance of the Results of the Independent Audit for Financial
Activity During Fiscal Year Ending June 30, 2024**
Resolutions

Metro Council Meeting
Thursday, December 12, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF METRO COUNCIL'S	)	RESOLUTION NO. 24-5437
ACCEPTANCE OF THE RESULTS OF THE)	
INDEPENDENT AUDIT FOR FINANCIAL	)	Introduced by Chief Operating Officer
ACTIVITY DURING FISCAL YEAR ENDING	)	Marissa Madrigal in concurrence with
JUNE 30, 2024	)	Council President Lynn Peterson

WHEREAS, Oregon Revised Statutes 297.425 requires an annual independent audit of Metro's financial statements; and

WHEREAS, Metro Code Section 2.15.080 requires the Metro Auditor to appoint the external certified public accountant to conduct certified financial statement audits as specified in state and local laws; and

WHEREAS, Metro engaged in Contract No. 936766 with Moss Adams LLP, independent Certified Public Accountants to provide the following audit services for each of the fiscal years ending June 30, 2020-2024:

1. Audit of Metro's financial statements including the Single Audit of Federal awards;
2. Additional reports related to certain voter-approved bond and tax expenditures; and
3. Applicable management recommendations and comments.

WHEREAS, the annual independent audit for fiscal year ended June 30, 2024, has been completed and an unmodified opinion received from Moss Adams LLP (Exhibit A); and

WHEREAS, additional reports related to certain voter-approved bond and tax expenditures were provided (Exhibit B); and

WHEREAS, separate letters were delivered to management and management plans of action completed (Exhibit C); now, therefore,

BE IT RESOLVED that the Metro Council hereby acknowledges and receives the results of the independent audit for fiscal year ended June 30, 2024, attached hereto as Exhibit A.

ADOPTED by the Metro Council this 12th day of December 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Annual Comprehensive Financial Report

For the fiscal year ended June 30, 2024

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
oregonmetro.gov

Follow oregonmetro



Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

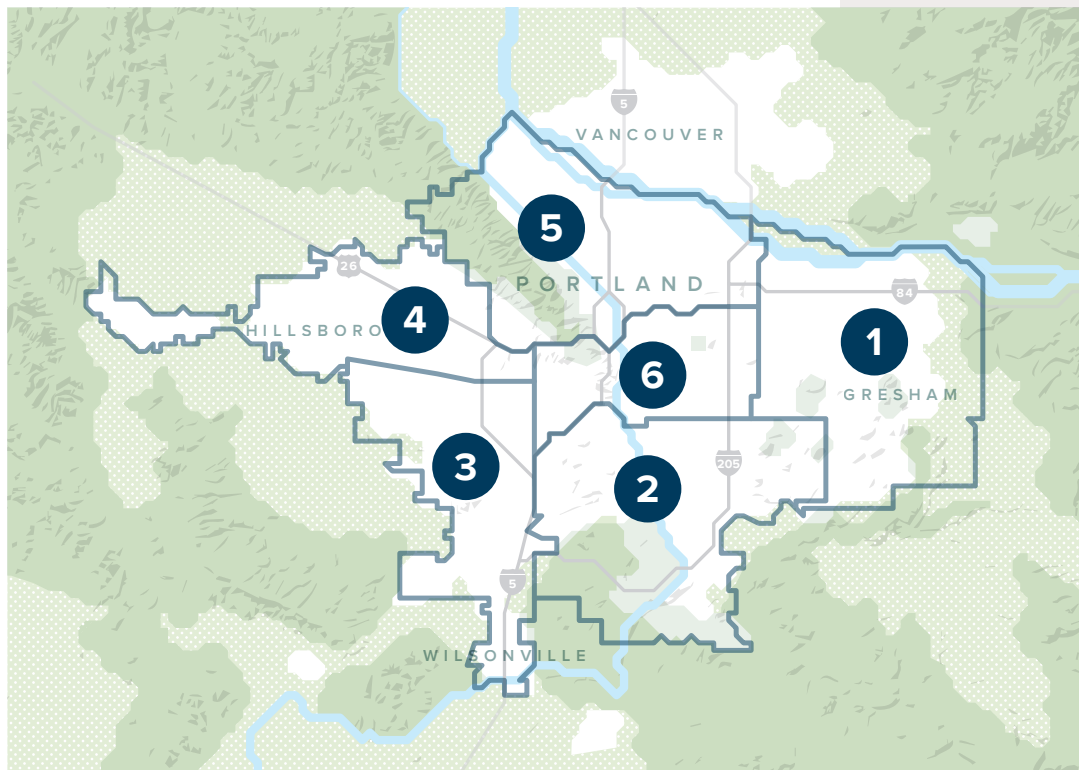
Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans





Annual Comprehensive Financial Report

For the fiscal year ended June 30, 2024

Finance and Regulatory Services Department

Chief Financial Officer
Brian Kennedy

Deputy Chief Financial Officer
W. Caleb Ford, CPFO

Prepared by
Accounting Services Division

Controller
Melissa Weber, CPA

Table of Contents	i
--------------------------------	----------

INTRODUCTORY SECTION

Letter of Transmittal	1
Certificate of Achievement for Excellence in Financial Reporting	7
Elected and Appointed Officials.....	8
Organizational Structure.....	9
Letter from Metro Auditor.....	10

FINANCIAL SECTION

Report of Independent Auditors.....	13
Management’s Discussion and Analysis	18

BASIC FINANCIAL STATEMENTS:

Government-Wide Financial Statements	32
Statement of Net Position.....	33
Statement of Activities.....	35
Fund Financial Statements.....	38
<i>Governmental Funds:</i>	39
Balance Sheet and Reconciliation to Statement of Net Position.....	41
Statement of Revenues, Expenditures and Changes in Fund Balances	43
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities	45
<i>Proprietary Funds:</i>	46
Statement of Net Position	47
Statement of Revenues, Expenses and Changes in Net Position.....	49
Statement of Cash Flows	50
Notes to the Financial Statements.....	52

REQUIRED SUPPLEMENTARY INFORMATION:

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual (Non-GAAP Basis of Budgeting):	
General Fund	97
Parks and Nature Operating Fund	99
Affordable Housing Fund	100
Supportive Housing Services Fund	101
Oregon Public Employees’ Retirement System, Retirement Health Insurance Account:	
Schedule of Agency’s Proportionate Share of the Net OPEB Liability (Asset)	102
Schedule of Agency’s Contributions.....	103

TABLE OF CONTENTS

Implicit Rate Subsidy Plan:	
Schedule of Agency's Changes in Total OPEB Liability and Related Ratios	104
Oregon Public Employees' Retirement System, Pension Plan:	
Schedule of Agency's Proportionate Share of Net Pension Liability.....	105
Schedule of Agency's Contributions.....	107
Notes to Required Supplementary Information.....	109

OTHER SUPPLEMENTARY INFORMATION:

Combining Statements:	113
<i>Nonmajor Governmental Funds:</i>	
Combining Balance Sheet.....	115
Combining Statement of Revenues, Expenditures and Changes in Fund Balances	116
Budgetary Comparison Schedules:	117
<i>Other Major Governmental Funds:</i>	118
Schedule of Revenues, Expenditures and Changes in Fund Balances -	
Budget and Actual (Non-GAAP Basis of Budgeting):	
General Obligation Bond Debt Service Fund	119
Natural Areas Fund	120
Parks and Nature Bond Fund	121
<i>Nonmajor Governmental Funds:</i>	122
Schedule of Revenues, Expenditures and Changes in Fund Balances -	
Budget and Actual (Non-GAAP Basis of Budgeting):	
Smith and Bybee Wetlands Fund.....	123
Community Enhancement Fund	124
Cemetery Perpetual Care Fund.....	125
<i>Proprietary Funds:</i>	126
Enterprise Funds:	
Schedule of Revenues, Expenditures and Changes in Fund Balances -	
Budget and Actual (Non-GAAP Basis of Budgeting):	
Solid Waste Revenue Fund.....	127
Oregon Zoo Operating Fund	128
MERC Fund.....	129
Internal Service Fund:	
Schedule of Revenues, Expenditures and Changes in Fund Balances -	
Budget and Actual (Non-GAAP Basis of Budgeting):	
Risk Management Fund	130
Reconciliation of Enterprise Fund:	
Fund Balance (Basis of Budgeting) to Statement of Net Position	
Proprietary Funds (GAAP Basis).....	131

TABLE OF CONTENTS

<i>Other Budgetary Funds:</i>	132
Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual (Non-GAAP Basis of Budgeting):	
General Revenue Bond Fund	133
General Asset Management Fund	134
Oregon Zoo Asset Management Fund	135
Schedule of Revenues, Expenditures and Changes in Fund Balances - (Non-GAAP Basis of Budgeting):	
General Revenue Bond Fund	136

STATISTICAL SECTION (UNAUDITED)

Introduction.....	140
Financial Trends Information:	
Net Position by Component - Last Ten Fiscal Years	141
Changes in Net Position - Last Ten Fiscal Years	143
Fund Balances, Governmental Funds - Last Ten Fiscal Years.....	147
Changes in Fund Balances, Governmental Funds - Last Ten Fiscal Years	149
Revenue Capacity Information:	
Solid Waste Tonnage by Waste Type and Destination - Last Ten Fiscal Years.....	154
Solid Waste Disposal Rates - Last Ten Fiscal Years	155
Principal Solid Waste Fee Payers - Current Year and Nine Years Ago.....	156
Debt Capacity Information:	
Ratios of Outstanding Debt by Type - Last Ten Fiscal Years.....	157
Ratios of Net General Bonded Debt Outstanding - Last Ten Fiscal Years	159
Direct and Overlapping Governmental Activities Debt as of June 30, 2024	160
Legal Debt Margin Information - Last Ten Fiscal Years	162
Revenue Support for Dedicated Tax Revenue Bonds, Series 2017 (OCC Hotel Project) – Last Ten Fiscal Years	163
Demographic and Economic Information:	
Demographic and Economic Statistics - Last Ten Fiscal Years	165
Principal Employers - Current Year and Nine Years Ago.....	166
Operating Information:	
Full-Time Equivalent Employees by Function/Program - Last Ten Fiscal Years	168
Operating Indicators by Functions/Programs - Last Ten Fiscal Years	169
Capital Asset Statistics by Function/Program - Last Ten Fiscal Years.....	171
Additional Information:	
Property Tax Levies and Collections - Last Ten Fiscal Years.....	173
Taxable Property Values - Last Ten Fiscal Years.....	174
Property Tax Rates by Type of Levy - Last Ten Fiscal Years.....	175
Principal Property Tax Taxpayers within the District by County - June 30, 2024.....	176

TABLE OF CONTENTS

AUDIT COMMENTS AND DISCLOSURES

Introduction..... 179

Report of Independent Auditors Required by Oregon State Regulations.....180

Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other
Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing
Standards..... 182

Report of Independent Auditors on Compliance for the Major Federal Program and Report on Internal
Control Over Compliance Required by the Uniform Guidance 184

Schedule of Expenditures of Federal Awards187

Notes to Schedule of Expenditures of Federal Awards..... 190

Schedule of Findings and Questioned Costs.....191

Summary Schedule of Prior Audit Findings 193



Introductory Section

ARLENE SCHNITZER CONCERT HALL

CITY BACK
PORTLAND SIGN



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

November 21, 2024

To the Council and Residents of the Metro Region:

In accordance with ORS §297.425, we are pleased to present the Annual Comprehensive Financial Report of Metro for the fiscal year ended June 30, 2024, accompanied by the report of Metro's independent auditors, Moss Adams LLP.

This Annual Comprehensive Financial Report (ACFR) presents the financial position of Metro and the results of its operations, as well as cash flows for its proprietary fund types, for the fiscal year ended June 30, 2024. The financial statements and supporting schedules have been prepared by management in accordance with accounting principles generally accepted in the United States of America (GAAP), meet the requirements of the standards as prescribed by the Oregon Secretary of State and are in conformance with the guidelines for financial reporting developed by the Government Finance Officers Association of the United States and Canada.

The ACFR provides meaningful financial information to legislative bodies, creditors, investors and the public. There are four main sections in this report, including a section with reports from our independent certified public accountants required by Oregon Administrative Rules and federal regulations. These reporting requirements are incorporated in the Minimum Standards for Audits of Municipal Corporations, as prescribed by the Secretary of State, Government Auditing Standards and Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Metro management is responsible for the completeness and reliability of all the information and representations presented in this ACFR, based upon a comprehensive internal control framework established for this purpose. This framework is designed to provide reasonable assurance that assets are safeguarded against loss from unauthorized use or disposition and that accounting transactions are executed in accordance with management's authorization and properly recorded, so that the financial statements can be prepared in conformity with GAAP. The design and operation of internal controls also ensures that federal and state financial assistance funds are expended in compliance with applicable laws and regulations related to those programs. Because the cost of internal controls should not outweigh their benefits, Metro's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. We assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

In accordance with Oregon law, Metro's financial statements have been audited by Moss Adams LLP. The auditor issued an unmodified ("clean") opinion on Metro's financial statements for the year ended June 30, 2024 (see pages 13-16). The independent audit of the financial statements was performed in accordance with applicable auditing standards as described by Moss Adams LLP in their reports included in this document.

Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

Profile of Metro

Metro crosses city limits and county lines to make our communities safe, livable and ready for tomorrow. From protecting our region's air, water and natural beauty to supporting neighborhoods, businesses and farms that thrive, Metro makes our region a great place. Metro serves more than 1.8 million residents in Clackamas, Multnomah and Washington counties, and the 24 cities in the Portland, Oregon metropolitan area.

The voters of the region approved a constitutional amendment to allow the creation of a home rule regional government in the Portland metropolitan area in 1990, then a home rule charter for Metro in 1992 and a charter amendment in 2000. Metro is a directly-elected regional government and is governed by a council president, elected region wide, and six councilors elected by district. The charter established the elected position of Metro Auditor. Ordinances are passed by a simple majority vote of the seven council members.

Services. The primary responsibility of Metro, as authorized by its charter, is to provide regional land use planning. The charter further recognizes the significant role Metro has in other regional issues. As such, Metro provides the following services that focus on issues that cross local boundaries:

- **Planning and Development:** Manages the regional urban growth boundary, prepares the Regional Transportation Plan, allocates federal highway and transit funds for the region, and conducts all regional transit and light rail planning. Coordinates data and research activities with governmental partners and develops regional economic and travel forecasts.
- **Housing:** Facilitates the creation of affordable housing across the region and funds the supportive housing services through administration and oversight of 2018 Affordable Housing Bond and 2020 Supportive Housing Services Measure.
- **Solid Waste Management:** Operates regional solid waste transfer stations, household hazardous waste facilities, and develops the Regional Solid Waste Management Plan.
- **Parks and Natural Areas:** Provides regional natural areas, parks, and trails, including historical cemeteries, a golf course, and marine facilities. Purchases land and restores natural habitats.
- **Visitor Venues:** Operates the Oregon Zoo, Oregon Convention Center, Portland Expo Center, and the Portland's Centers for the Arts.

Budget. The annual adopted budget serves as the foundation for Metro's financial planning and control. Metro prepares a budget for each fund in accordance with the modified accrual basis of accounting and legal requirements set forth in Oregon Local Budget Law, ORS §294.305 to §294.565. The Council adopts the budget for all funds by resolution prior to the beginning of Metro's fiscal year (July 1). Expenditures for each fund cannot legally exceed the appropriation levels set by the authorizing resolution. The legal level of budgetary control for each fund is set by department, with separate designations within the fund for the categories of debt service, interfund transfers and contingency. Unexpected additional resources and budget revisions may be added to the budget by use of a supplemental budget or, under certain conditions, by a resolution passed by the Council amending the budget. The original and any supplemental budgets require hearings before the public, publication in newspapers, and approval by the Council. Management may amend the budget within the appropriated levels of control without Council approval. Appropriations that have not been expended at year-end lapse and subsequent actual expenditures are charged against the ensuing year's appropriations.

Reporting entity. For financial reporting purposes, Metro is a primary government under the provisions of Governmental Accounting Standards Board (GASB) Statements No. 14, 39 and 61. This report includes all organizations and activities for which the elected officials exercise financial control. In addition, the Oregon Zoo Foundation (OZF) warrants inclusion in the report because of the nature and significance of its relationship with Metro, including its on-going financial support of Metro's Oregon Zoo. The OZF is a legally separate, tax-exempt

organization created to encourage and aid the development of the Oregon Zoo. The financial statements of OZF are included in this report as a discretely presented component unit.

The information presented in the financial statements is best understood when it is considered from the broader perspective of the specific environment within which Metro operates.

Local economy. The Portland metropolitan region (i.e., the Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area (MSA)) is home to more than 2.5 million residents, with over 1.8 million of those residing within the Metro boundary. The Portland MSA ranks 25th among the nation's largest metropolitan areas. In 2023, the region's population experienced a slight increase of 0.7%, according to the U.S. Census Bureau

The economic region is comprised of five counties in Oregon and two counties in Washington State. The region is a hub for financial activities, domestic and international trade, transportation and services for all of Oregon, southwest Washington and the Columbia River basin. The Portland MSA has non-farm payroll employment totaling almost 1.25 million jobs (Bureau of Labor Statistics), with over 80 percent of those jobs located inside the Metro boundary. The Metro Area unemployment rate was 4% in August 2024 which is just below the national rate of 4.1%.

During the pandemic recovery, the region consistently outpaced the nation in job gains. However, since mid-2023, it has diverged from national trends, reaching a low point of -2% job growth in January 2024. Since then, both the MSA and Oregon have somewhat recovered to achieve breakeven employment growth. Despite this rebound, Oregon and the MSA continue to experience the slowest employment growth in the nation, with year-over-year growth as of August 2024 at 0.1% and 0.7%, respectively.

The fastest-growing industry in the region over the past year has been Education and Health Services, with a 5.1% increase since last August. Government followed with a 2.5% gain. All other major industries experienced flat or negative growth, with the largest decline in the Information sector, which fell by 5.1%. Leisure and Hospitality and Construction also saw significant declines, down 3.9% and 2.6%, respectively. Despite these challenges, the metro area saw a modest boost in total employment from July to August, adding 2,900 jobs compared to no growth during the same period last year.

Average hourly wages in the region continue to outpace the national average. Specifically, wages for manufacturing employees in the region have risen by 11% since the beginning of 2024, compared to a 5.5% increase nationwide.

Economic outlook. Economic conditions have become hyper-localized relative to the recent past. In the case of the Portland MSA, how the economy feels like it's doing may be very different in different parts of the Metro area. For the first time in at least 25 years, the suburban and exurban parts of the region appear to be doing better economically than the urban or core city. One way this shows up is in home prices. According to the Regional Multiple Listing Service, home prices in 2024 have largely increased just outside of Multnomah County, while showing weakness within the County.

Housing, as a whole, is currently in a tenuous position as still-high mortgage rates limit the volume of sales and people with 3% mortgages on their current home cannot afford to buy a similar or larger new home because of the higher mortgage rates. Sales from homebuilders are making up a larger proportion of sales than is typical as they have more financing flexibility than the standard mortgage market. Meanwhile, rents remain high though growth appears relatively limited depending on where in the metro area one is looking for housing. To the extent population growth remains muted or even falls again, price pressure for housing will soften somewhat.

Broad economic data remains largely positive, though many economists believe the labor market has weakened considerably, which, in turn, led the Federal Reserve Bank to decrease interest rates for the first time in this cycle. Inflation pressures have also eased significantly, which should make the economy more durable. The global economy will also provide a drag on overall economic conditions, and election-year uncertainty will also likely

cause delays in business and personal economic decisions. The bottom line for Metro is that the regional economic outlook is showing resilience, as fears of a recession have waned, but slower growth should be expected in the short run, especially as it tends toward the urban core of the metro area.

Long-term financial planning. Metro's strong financial policies and disciplined practices have ensured operational stability, as evidenced by the necessary decisions made due to the COVID-19 pandemic as well as during the subsequent recovery. An important tool for building Metro's budget is the five-year forecast for all operating and bond funds. Each budget cycle begins with a review of how the funds are performing, what factors affect the funds that are global assumptions and what factors are related to the specific nature of the operations that result in individual assumptions. Metro adheres to common-sense operation practices such as maintaining its assets, using one-time funds for one-time purposes, and ensuring enterprise activities manage to the bottom line.

Significant effort goes into revenue projections, ensuring a balanced budget. Property taxes are a significant component, funding general government and parks operations as well as debt service. Metro is subject to tax abatements granted by the three counties in which Metro operates; more detail is available in Note IV.S to the financial statements. Metro's abated property taxes total \$13,073,152 for fiscal year 2023-24 and had no material effect on financial stability or service delivery.

Metro's budgets are anchored by a series of frameworks that guide decision making and prioritization. Prior to the pandemic, the region's six desired outcomes served as the primary decision-making framework for Metro. Developed by the region and adopted by the Metro Council in 2008 as part of the region's growth management policies, the six outcomes help all leaders and their communities focus on what makes this region a great place: Vibrant Communities, Economic Prosperity, Safe and Reliable Transportation, Climate Change Leadership, Equity, and Clean Air, Water and Healthy Ecosystems. Metro used these outcomes to guide its strategic decision-making by testing department activities and programs against whether they were making these outcomes more likely over time. The six desired outcomes are still in place, but additional frameworks have been developed in the ensuing years.

In addition, Metro is guiding budgetary decisions with its Strategic Recovery Framework, embodying Metro's values of Safety, Public Service, and Resilience through the organization-wide guiding principles of Racial Justice, Climate Justice and Resilience, and Shared Prosperity. Each of Metro's departments applies that framework to day-to-day decision-making and creating high level department specific goals in concert with budget development. These goals help each department to look ahead and identify key opportunities to make progress on the desired outcomes and ensure that choices made today will be sustainable and strategic for the next three to five years.

Lastly, nested within the Strategic Recovery Framework are Strategic Targets. In Spring 2023, Metro Council directed the Chief Operating Officer to develop ambitious yet achievable five-year targets in the areas of environment, economy, and housing. These targets are intended to help prioritize investments and focus areas for the organization, while fostering cross-departmental and regional collaboration to make progress. These were adopted in December 2023 and were used to frame decision-making and performance measures for the fiscal 2024-25 budget development.

Metro also prepares a five-year Capital Improvement Plan (CIP) with annual updates as part of its financial planning responsibilities. The Metro Council annually reviews Metro's capital asset management policies as part of the budget process.

Major initiatives. The budget for fiscal year 2023-24 was driven by the frameworks mentioned previously that Metro Council uses to guide the agency and advance the region’s progress toward recovery, repair and renewal in critical sectors. The 2023-24 budget included:

Addressing housing affordability in the region. Metro plays a critical role in affordable housing policy and funding in our region. Through the Affordable Housing bond, Metro budgeted \$23 million in awards to partner jurisdictions. Additionally, Council allocated resources to support regional housing analyses, technical assistance for housing providers, and plan for development within the urban growth boundary.

Improving economic prosperity. Targeted investments are being made in our visitor facilities, including capital improvements at the Portland’s Centers for the Arts and planning work on the future of the Expo center. Over \$6.5 million dollars has been earmarked for investment along the 82nd Avenue corridor to secure land for affordable housing and future commercial development.

Caring for our environment. Addressing climate change and operating in a sustainable manner is central to Metro’s work. Consequently, resources are dedicated across all Metro departments as part of their daily work, from running a paint recycling operation, to implementing our Food Waste Requirements policy, to purchasing land and restoring natural areas, to replacing aging equipment with modern energy efficient technology.

Advancing racial equity. The proposed budget also invests in key advancements of the Metro Council’s commitment to racial equity and justice. Notably, allocating \$425,000 as an annual investment in Civic Engagement Capacity Building grants to grow civic engagement capacity and programming of community-based organizations serving BIPOC communities and spending meaningful time and money doing community outreach for Parks and Nature Community Choice grants.

Relevant financial policies. Comprehensive financial policies are reviewed annually and provide the basic framework for the overall fiscal management of the agency. The policies are designed to operate independently of changing circumstances and conditions and help safeguard Metro’s assets, promote effective and efficient operations, and support the achievement of Metro’s strategic goals. The policies were re-adopted by the Metro Council on June 13, 2024 (Resolution No. 24-5406), as published in the adopted budget.

Oregon Local Budget Law requires that total resources equal total requirements in each fund. In addition to this legal requirement, Metro considers a budget to be balanced whenever budgeted revenues equal or exceed budgeted expenditures. Metro’s Council established financial policies to make significant investments in the future by using a disciplined “pay yourself first” rule to ensure that all funds maintain appropriate reserves to safeguard against dips in the economic climate and to protect the public’s investment in Metro’s physical assets. Metro policy provides that it will designate or assign fund balance amounts that are appropriate to the needs of each fund and that targeted assignment levels shall be established and reviewed annually as part of the budget review process. The policy requires that a new program or service be evaluated before it is implemented to determine its affordability and that Metro will annually prepare a five-year forecast of revenues, expenditures, other financing sources and uses and staffing needs for each of its major funds, identifying major anticipated changes and trends, and highlighting significant items which require the attention of the Metro Council.

Metro has set aside fund balance amounts within the General Fund for potential additional Public Employee Retirement System pension liabilities and for future debt service on the full faith and credit bonds issued to refinance Metro Regional Center. This fund balance also includes amounts for cash flow and fund stabilization. Metro’s policies historically called for a minimum of 7 percent of operating revenues be set aside for either contingency or stabilization to guard against unexpected downturns in revenues and to stabilize resulting budget actions. That target provided a 90 percent confidence level that revenues would only dip below this amount once every ten years. After weathering the economic impact from the COVID pandemic, the reserve policy was

updated to require a minimum level of 16.5 percent of key general fund revenues be set aside.

Debt management policies provide that Metro shall issue long-term debt only to finance capital improvements (including land acquisition) that cannot be readily financed from current revenues or to reduce the cost of long-term financial obligations. Metro will not use short-term borrowing to finance operating needs unless specifically authorized by Council. Further, Metro will repay all debt issued within a period not to exceed the expected useful life of the improvements financed by the debt.

Metro's revenue policies provide that the agency will strive to maintain a diversified and balanced revenue system to protect it from short-term fluctuations in any one revenue source. A further detailed discussion of Metro's financial policies and plans for the future can be found in Metro's 2024-25 Adopted Budget.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Metro for its annual comprehensive financial report for the fiscal year ended June 30, 2023. This was the thirty-second consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the cooperation of employees across the Metro organization. We especially acknowledge Melissa Weber, Controller, Erica Gallucci, Financial Reporting Program Manager, and the staff in the Accounting Services Division of the Finance and Regulatory Services Department for their efforts in the preparation of this report. We wish to acknowledge the professional and technical assistance of the audit staff of Moss Adams LLP. Finally, we extend our appreciation to the Metro Council, Metro Auditor, and the many Metro managers for their leadership and commitment to financial excellence.

Respectfully submitted,



Marissa Madrigal
Chief Operating Officer



Brian Kennedy
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**METRO
Oregon**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morrell

Executive Director/CEO

METRO

Elected Officials (as of June 30, 2024)

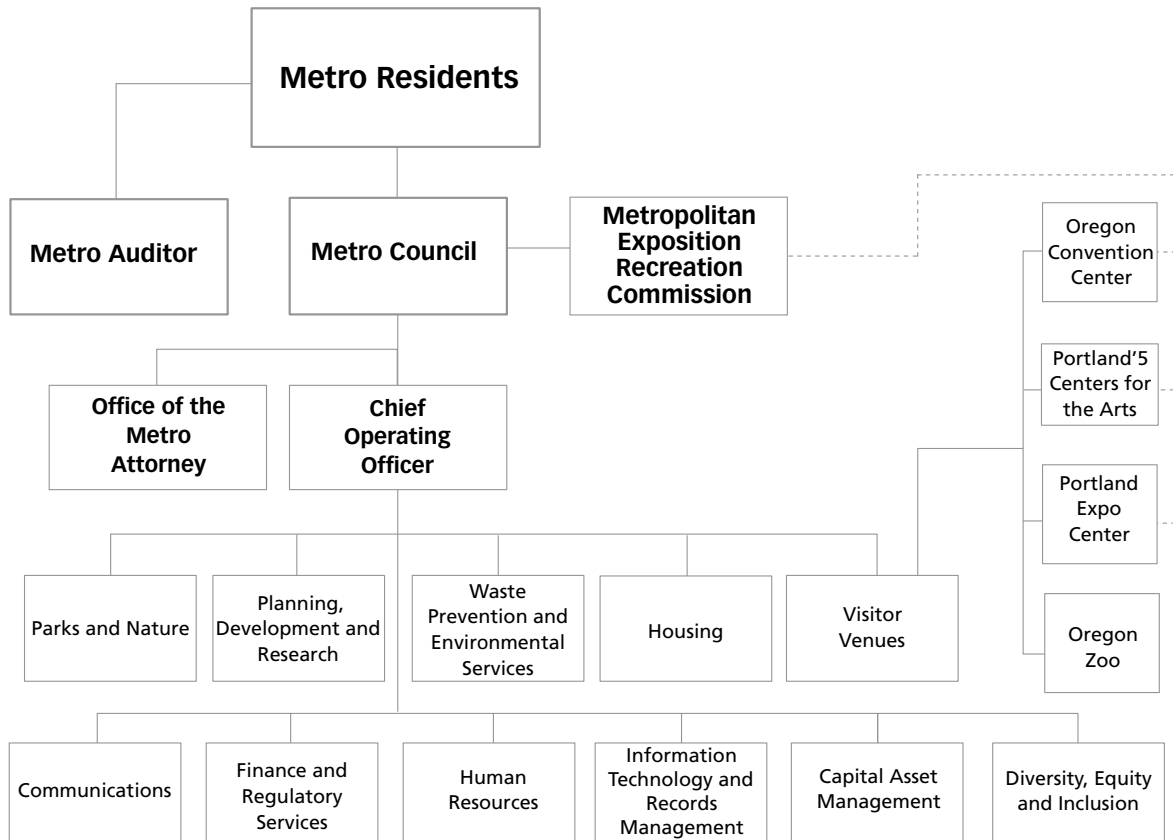
Name	Position	Term expires
Lynn Peterson	Metro Council President	January 2027
Ashton Simpson	Councilor-District 1	January 2027
Christine Lewis	Councilor-District 2	January 2027
Gerritt Rosenthal	Councilor-District 3	January 2025
Juan Carlos Gonzalez	Councilor-District 4	January 2027
Mary Nolan	Councilor-District 5	January 2025
Duncan Hwang	Councilor-District 6	January 2027
Brian Evans, CIA	Metro Auditor	January 2027

Appointed Officials

Name	Position
Marissa Madrigal	Chief Operating Officer
Andrew Scott	Deputy Chief Operating Officer
Holly Calhoun	Deputy Chief Operating Officer
Carrie MacLaren	Metro Attorney
Brian Kennedy	Chief Financial Officer
Julio Garcia	Human Resources Director
Ryan Kinsella	Capital Asset Management Director
Lia Waiwairole	Communications Director
Rachel Tull	Chief Information Officer
Heidi Rahn	Oregon Zoo Director
Catherine Ciarlo	Planning, Development and Research Director
Sebrina Owens-Wilson	Diversity, Equity, and Inclusion Director
Patricia Rojas	Housing Director
Marta McGuire	Waste Prevention and Environmental Services Director
Jon Blasher	Parks and Nature Director
Steve Faulstick	General Manager of Visitor Venues
Craig Stroud	Oregon Convention Center Director
Matthew Rotchford	Portland Expo Center Director
Brian Wilson	Portland's 5 Centers for the Arts Director

Organizational Structure

as of June 30, 2024





Brian Evans
Metro Auditor

600 NE Grand Ave
Portland, OR 97232-2736
TEL 503 797 1892

November 21, 2024

To the Metro Council and Residents of the Metro Region:

Oregon State law requires an annual audit of Metro's financial records and transactions by independent certified public accountants. The Metro Auditor is required by Metro Code to appoint certified public accountants to conduct this audit. In 2020, after completing a competitive process, I appointed Moss Adams LLP to conduct the audit of Metro. My office coordinated and monitored this audit.

Following this letter is the independent auditor's report on Metro's financial statements as of June 30, 2024. In addition to the above report, Metro is required to have an audit of its expenditures of federal awards in accordance with Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and the provisions of *Government Auditing Standards* issued by the Comptroller General of the United States. The necessary reports pertaining to Metro's internal control, compliance with applicable laws, regulations, grants and the Schedule of Expenditures of Federal Awards for the year ended June 30, 2024 are included in the last section of this report, Audit Comments and Disclosures Required by State and Federal Regulations.

I appreciate the work by Metro employees and Moss Adams to make the audit process run smoothly and finish on time.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Brian Evans".

Brian Evans
Metro Auditor



A photograph of a forest at sunset. The sun is low on the horizon, partially obscured by trees, creating a warm, golden glow. The sky is a mix of blue and orange. The foreground is filled with the silhouettes of evergreen and deciduous trees. A large, dark blue hexagonal shape is overlaid on the lower half of the image, containing the text "Financial Section" in white.

Financial Section

Report of Independent Auditors

The Metro Council and Metro Auditor
Metro

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information, as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements as listed in the table of contents.

In our opinion, based on our audit and the report of other auditors, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information, as of June 30, 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

We did not audit the financial statements of The Oregon Zoo Foundation, a discretely presented component unit, which represents 100% of the assets, net position, and revenues of the discretely presented component unit of Metro. Those financial statements were audited by other auditors, whose report thereon has been furnished to us, and our opinion, insofar as it relates to the amounts included for The Oregon Zoo Foundation, is based solely on the report of the other auditors.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Metro and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions. The financial statements of The Oregon Zoo Foundation were not audited in accordance with *Government Auditing Standards*.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Metro's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Metro's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, schedule of Agency's proportionate share of the net OPEB liability (asset), schedule of Agency's contributions, schedule of Agency's changes in total OPEB liability and related ratios, schedule of Agency's proportionate share of net pension liability, and schedule of Agency's contributions (collectively, the required supplementary information) be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

The schedules of revenues, expenditures and changes in fund balances – budget and actual for the General Fund, Parks and Nature Operating Fund, Affordable Housing Fund, and Supportive Housing Services Fund, as listed in the table of contents under required supplementary information, are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Metro's basic financial statements. The other supplementary information, as listed in the table of contents, and the schedule of expenditures of federal awards as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 21, 2024, on our consideration of Metro's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Metro's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Metro's internal control over financial reporting and compliance.

Other Reporting Required by Minimum Standards for Audits of Oregon Municipal Corporations

In accordance with the *Minimum Standards for Audits of Oregon Municipal Corporations*, we have also issued our report dated November 21, 2024, on our consideration of Metro's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the provisions of Oregon Revised Statutes as specified in Oregon Administrative Rules 162-010-0000 through 162-010-0330 of the *Minimum Standards for Audits of Oregon Municipal Corporations*. The purpose of that report is to describe the scope of our testing of compliance and the results of that testing and not to provide an opinion on compliance.



Ashley Osten, Partner for
Moss Adams LLP
Portland, Oregon
November 21, 2024



Management's Discussion and Analysis

As management of Metro, Oregon, we provide readers of Metro's financial statements this narrative overview and analysis of the financial activities of Metro for the fiscal year ended June 30, 2024. We encourage readers to consider the information presented here in conjunction with the additional information that we have furnished in our letter of transmittal, which can be found on pages 1 - 6 of this report. This information is based upon currently known facts, decisions or conditions.

FINANCIAL HIGHLIGHTS

- Metro's assets and deferred outflows of resources exceed its liabilities and deferred inflows of resources (also defined as *net position*) by \$961,334,266 at June 30, 2024, which reflects an increase of 0.7 percent or \$6,401,072 over the prior fiscal year.
- Metro completed the fiscal year with its governmental funds reporting *combined* fund balances of \$1,051,163,211. Of the total amount of governmental combined fund balance, \$45,707,486 or 4.3 percent, is considered available for spending at Metro's discretion (*unassigned* fund balance).
- At the end of fiscal year 2024, unrestricted spendable fund balance (the total of the *committed*, *assigned* and *unassigned* components of fund balance) in the general fund totaled \$56,503,956 and represents 108.1 percent of total general fund expenditures.
- Metro's total outstanding debt decreased by \$30,256,239 or 3.0 percent during the current fiscal year. This reflects no debt issuances during the fiscal year and repayment of existing debt offset by an increase in OPEB and net pension liabilities.
- The regional supportive housing services program, approved by voters in May 2020, generated \$335,136,020 in revenue this fiscal year, reflecting a 3.4 percent decrease from the previous year. This decline is attributed to the stabilization of collections following the prior year's catch-up contributions from first-time filers. This source of revenue is Metro's largest, surpassing charges for services and property taxes.
- Program revenues of Metro's business-type activities (Solid Waste, Oregon Zoo and MERC operations) totaled \$229,623,097, up \$15,559,435 or 7.3 percent, attributable to the increased activity at the visitor venues and increased solid waste rates.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to Metro's basic financial statements, which consist of the following three components: 1) the *government-wide financial statements*, 2) the *fund financial statements*, and 3) the *notes to the financial statements*. This report also includes *supplementary information* intended to furnish additional detail to support the basic financial statements.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of Metro's finances using accounting methods similar to those used by private-sector businesses. Government-wide financial statements provide both short-term *and* long-term information about Metro's overall financial status.

The *Statement of Net Position* includes all of Metro's assets, liabilities, and deferred outflows/inflows of resources, with the net difference between these elements reported as net position. Over time, increases or decreases in Metro's net position may serve as a useful indicator of whether the financial position of Metro is improving or deteriorating.

The *Statement of Activities* accounts for all of the current fiscal year's revenues and expenses. The statement presents information showing how Metro's net position changed during the fiscal year. Such changes are reported

as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., uncollected property taxes and earned but unused vacation leave).

Each government-wide financial statement is divided into three categories:

Governmental activities – Activities supported principally by general revenue sources including various taxes that provide Metro’s basic governmental services. These services include *general government operations* functions of the Council office and various administrative functions; *planning, development and research* which includes regional transportation and land use planning; *housing* which includes affordable and supportive housing activities; *culture and recreation* which includes regional parks and natural areas, community enhancement activities near Metro area solid waste facilities and management of Smith and Bybee Wetlands and Pioneer Cemeteries.

Business-type activities – Activities supported by charges for services and fees to customers to help cover the costs of certain services. These activities consist of the Solid Waste, Oregon Zoo, and Metropolitan Exposition-Recreation Commission (MERC) operations. Solid waste operations include the operation of two transfer stations and recycling centers (Metro South and Metro Central), household hazardous waste collection centers, paint recycling center and other solid waste system programs. Oregon Zoo operations include zoo visitor experience, environmental education, and animal conservation and research. MERC operations include the Oregon Convention Center (OCC), Portland’s 5 Centers for the Arts (Portland’s 5) and Portland Expo Center (Expo) facilities.

Component unit – Metro includes The Oregon Zoo Foundation (OZF) as a discretely presented component unit. OZF is considered a component unit as the sole purpose of this legally separate non-profit organization is to provide support and significant additional funding for Metro’s Oregon Zoo.

The government-wide financial statements can be found on pages 33 - 36 of this report.

Fund financial statements. A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Like other state and local governments, Metro uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements – including bond covenants and Oregon local budget law requirements. The funds of Metro can be classified into two categories:

- **Governmental funds** are used to account for essentially the same functions as reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, these statements focus on *near-term inflows and outflows of spendable resources*, as well as on balances of spendable resources available at the end of the fiscal year. Thus, the governmental funds statements provide a detailed short-term view that helps the reader determine the comparative level of financial resources that can be spent in the near future to finance Metro’s programs.

Because this information does not encompass the additional long-term focus of the government-wide statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, the reader may better understand the long-term impact of Metro’s near-term financing decisions. A reconciliation that follows the governmental funds statements explains the differences between the two statements to facilitate this comparison between *governmental funds* and *governmental activities*.

Metro maintains ten individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balance for the seven funds considered major: General, Parks and Nature Operating, Affordable Housing, Supportive Housing Services, General Obligation Bond Debt Service, Natural Areas, and Parks and Nature Bond funds. Data from the other three governmental funds (Smith and Bybee Wetlands, Community Enhancement, and Cemetery Perpetual Care) are combined into a single, aggregated presentation. Individual

fund data for each of these nonmajor governmental funds is provided in the form of *combining statements* elsewhere in this report.

Of special note, a portion of one budgetary fund (the General Revenue Bond Fund) and the entirety of one additional budgetary fund (General Asset Management Fund) are allocated to the General Fund and combined with those operating activities for reporting in conformance with generally accepted accounting principles (GAAP) in the governmental fund financial statements. The remaining portions of the budgetary General Revenue Bond Fund is allocated to the MERC Fund for proprietary fund presentation noted below.

The governmental fund financial statements can be found on pages 39 - 45 of this report.

- **Proprietary funds** provide the same type of information as the government-wide financial statements, only in more detail, including cash flows. Metro includes two different types:

Enterprise funds are used to report the same functions as *business-type activities* in the government-wide financial statements. Metro uses enterprise funds to account for its Solid Waste, Oregon Zoo and MERC operations, all three of which are considered major funds. The entire budgetary fund Oregon Zoo Asset Management Fund is combined with the Oregon Zoo for the proprietary fund presentation.

Internal service funds are an accounting device used to accumulate and allocate costs internally among Metro's various functions. Metro uses an internal service fund to account for the management of its retained risks. The revenues and expenses of the internal service fund that are duplicated in other funds through cost allocations are eliminated in the government-wide statements, with the remaining balances included in governmental activities in the government-wide financial statements.

The proprietary fund financial statements can be found on pages 46 - 51 of this report.

Notes to the financial statements. The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 52 - 95 of this report.

Required Supplementary Information (RSI). In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information concerning budget-to-actual results for Metro's General Fund, its major special revenue funds, pension, and post-employment benefit disclosures. RSI can be found on pages 96 - 110.

The combining statements referred to earlier in connection with nonmajor governmental funds are presented immediately following the required supplementary information. Combining and individual fund statements and schedules can be found on pages 113 - 136.

FINANCIAL ANALYSIS OF METRO AS A WHOLE (Government-Wide)

Net position. As noted earlier, net position may serve as a useful indicator of a government's financial position over time. Metro's assets and deferred outflows of resources exceed liabilities and deferred inflows of resources (defined as *net position*) by \$961,334,266 at June 30, 2024. The table on the following page reflects the condensed Government-wide Statement of Net Position.

Metro's governmental activities account for net position of \$580,090,347 or 60.3 percent of the total primary government, whereas business-type activities account for \$381,243,919 or 39.7 percent.

Of Metro's total net position, 69.8 percent reflects its net investment in capital assets (e.g., headquarters offices, zoo exhibits, natural areas property, transfer stations, convention center, and other significant assets), less any related outstanding debt that was used to acquire those assets. Metro uses these capital assets to provide services to its residents; therefore, this amount is not available for future spending. Although Metro's investment in its

Management Discussion and Analysis

For the fiscal year ended June 30, 2024

capital assets is reported net of the related debt, it should be noted that the resources needed to repay this debt must come from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

Metro's restricted net position (55.5 percent) represents resources that are subject to external restrictions on how they may be used. External restrictions for specific purposes include areas such as parks and natural areas local option levy, Transit-Oriented Development (TOD), Smith and Bybee Wetlands management plan, supportive housing initiatives, debt service, and capital projects funded by bond or restricted proceeds. The restricted component of net position increased \$25,338,962 or 5.0 percent from the amount at June 30, 2023, reflecting decreased restrictions for capital projects as construction progresses on major bond-funded initiatives offset by income tax revenue restricted to supportive housing services received by Metro and distributed to partner agencies but not yet spent.

Metro's Net Position

	Governmental Activities		Business-type Activities		Total - Primary Government	
	2024	2023	2024	2023	2024	2023
Current and other assets	\$ 1,082,721,854	1,173,511,725	167,900,393	178,554,340	1,250,622,247	1,352,066,065
Capital assets	428,893,741	399,594,950	339,146,160	343,511,666	768,039,901	743,106,616
Total assets	1,511,615,595	1,573,106,675	507,046,553	522,066,006	2,018,662,148	2,095,172,681
Total deferred outflows of resources	23,851,237	18,016,510	22,487,725	17,031,724	46,338,962	35,048,234
Long-term liabilities outstanding	916,233,845	959,197,166	78,035,427	65,328,345	994,269,272	1,024,525,511
Other liabilities	23,584,183	35,020,864	24,978,895	32,343,445	48,563,078	67,364,309
Total liabilities	939,818,028	994,218,030	103,014,322	97,671,790	1,042,832,350	1,091,889,820
Total deferred inflows of resources	15,558,457	28,828,922	45,276,037	54,568,979	60,834,494	83,397,901
Net position:						
Net investment in capital assets	370,582,164	344,469,479	324,080,339	326,037,270	670,933,826	647,808,583
Restricted	520,292,702	502,757,659	13,327,468	5,523,549	533,620,170	508,281,208
Unrestricted	(310,784,519)	(279,150,905)	43,836,112	55,296,142	(243,219,730)	(201,156,597)
Total net position	\$ 580,090,347	568,076,233	381,243,919	386,856,961	961,334,266	954,933,194

The remaining \$243,219,730 is an unrestricted deficit, which represents the part of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation, or other legal requirements. Of this amount, there is a surplus of \$43,836,112 which is attributable to Metro's business-type activities and cannot be used to make up for the deficit reported in governmental activities. Unrestricted net position decreased \$31,633,614 (to a total deficit of \$310,784,519) in governmental activities primarily due to payments to other governments for affordable housing projects and supporting housing initiatives. A portion of this deficit can be attributed to the allocable proportion of the Oregon Public Employees Pension System liability, as discussed in Note IV.H.1. Metro has several bonds that are accounted for in governmental activities without a corresponding asset such as the proceeds from Dedicated Tax Revenue bonds for the Oregon Convention Center hotel which were distributed to the developer in prior years and there is no asset owned by Metro. Similar transactions contributed to the unrestricted net deficit such as the local share and capital grant components of the Natural Areas and Parks and Nature bond, and housing projects funded by the Affordable Housing bond where no asset is built or owned by Metro resulting from the debt issuance. It should further be noted that all of these bond issuances are supported by dedicated tax revenues (property taxes and site-specific transient lodging taxes) and current accounting standards only allow the recording of taxes as they are levied. Unrestricted net position in business-type activities decreased \$11,460,030 or 20.7 percent which is explained later in this analysis.

Changes in net position. Overall, Metro's net position increased 0.7 percent or \$6,401,072 over the prior fiscal year. Governmental activities' net position increased \$12,014,114, while business-type activities' net position decreased \$5,613,042 for the fiscal year ended June 30, 2024. The components of the change in net position are reflected in the condensed information from Metro's Statement of Activities presented in the table below. The reasons for the changes noted here are discussed in the following sections for governmental activities and business-type activities.

Governmental activities. Governmental activities program revenues decreased \$1,407,503 or 4.6 percent and totaled \$29,498,191. This was mostly related to a timing-related decrease in operating grants, primarily in the regional planning function.

Metro's Changes in Net Position

	Governmental Activities		Business-type Activities		Total - Primary Government	
	2024	2023	2024	2023	2024	2023
Revenues:						
Program revenues						
Charges for services	\$ 11,284,674	10,830,388	201,237,510	181,498,589	212,522,184	192,328,977
Operating grants and contributions	18,213,517	20,033,360	28,109,407	31,670,020	46,322,924	51,703,380
Capital grants and contributions	-	41,946	276,180	895,053	276,180	936,999
General revenues						
Property taxes	120,787,018	112,919,912	-	-	120,787,018	112,919,912
Personal and business income taxes	335,136,020	347,044,362	-	-	335,136,020	347,044,362
Excise taxes	20,121,244	20,439,427	-	-	20,121,244	20,439,427
Other	39,639,579	19,614,823	6,585,037	2,802,953	46,224,616	22,417,776
Total revenues	545,182,052	530,924,218	236,208,134	216,866,615	781,390,186	747,790,833
Expenses:						
General government operations	14,755,333	9,665,907	-	-	14,755,333	9,665,907
Planning, development and research	23,225,600	22,085,632	-	-	23,225,600	22,085,632
Housing	404,853,574	258,576,138	-	-	404,853,574	258,576,138
Culture and recreation	49,428,873	39,097,568	-	-	49,428,873	39,097,568
Interest on long-term debt	25,611,092	27,331,869	-	-	25,611,092	27,331,869
Solid Waste	-	-	111,401,035	105,381,938	111,401,035	105,381,938
Oregon Zoo	-	-	55,186,087	50,082,803	55,186,087	50,082,803
MERC	-	-	90,527,520	74,517,626	90,527,520	74,517,626
Total expenses	517,874,472	356,757,114	257,114,642	229,982,367	774,989,114	586,739,481
Increase (decrease) in net position before transfers	27,307,580	174,167,104	(20,906,508)	(13,115,752)	6,401,072	161,051,352
Transfers	(15,293,466)	(14,343,199)	15,293,466	14,343,199	-	-
Increase (decrease) in net position	12,014,114	159,823,905	(5,613,042)	1,227,447	6,401,072	161,051,352
Net Position, July 1	568,076,233	408,252,328	386,856,961	385,629,514	954,933,194	793,881,842
Net Position, June 30	\$ 580,090,347	568,076,233	381,243,919	386,856,961	961,334,266	954,933,194

Metro's general government operations expenses totaled \$14,755,333 or 1.9 percent of Metro's total program expenses, which was an increase of \$5,089,426 or 52.7 percent from that reported in the prior fiscal year. This is reflective of increased payroll costs related to PERS rate increases, cost-of-living adjustments, and pay equity wage increases. Additionally, the FTE count has risen in general government operations to support the growing demand for central services from other expanding Metro departments. Metro's planning, development and research program had total costs of \$23,225,600, up \$1,139,968 or a 5.2 percent increase from the prior fiscal year. This increase represents increased funding provided to other local government agencies for transportation related projects. Metro's housing program had total costs of \$404,853,574 during the fiscal year. This includes an increase of \$146,277,436 which is the result of increased projects and administrative costs for the affordable housing program and increased county spending of supportive housing tax proceeds. Metro's culture and recreation expenses totaled \$49,428,873 or 6.4 percent of Metro's total program expenses, which is up \$10,331,305 or

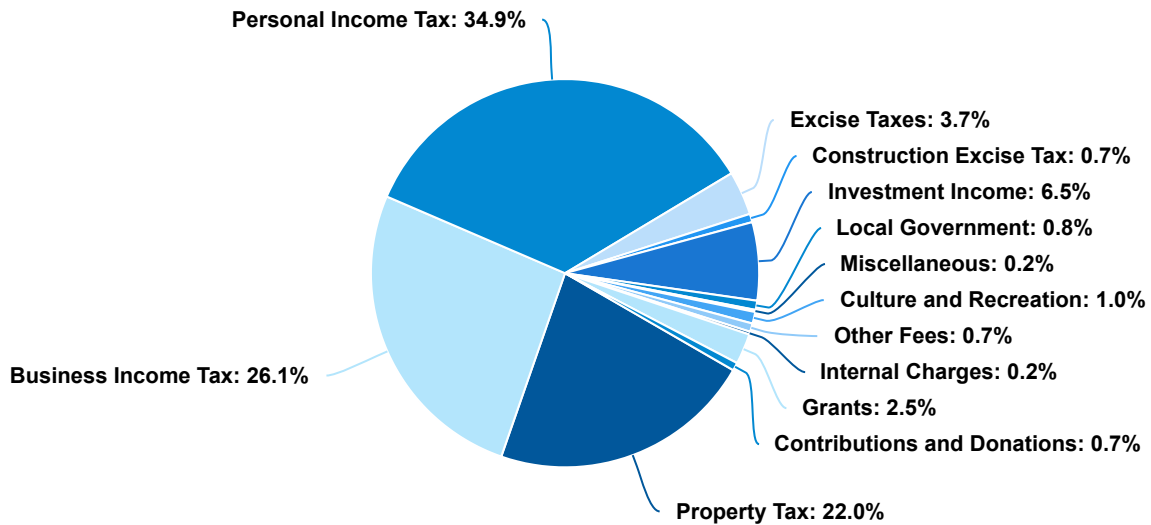
Management Discussion and Analysis

For the fiscal year ended June 30, 2024

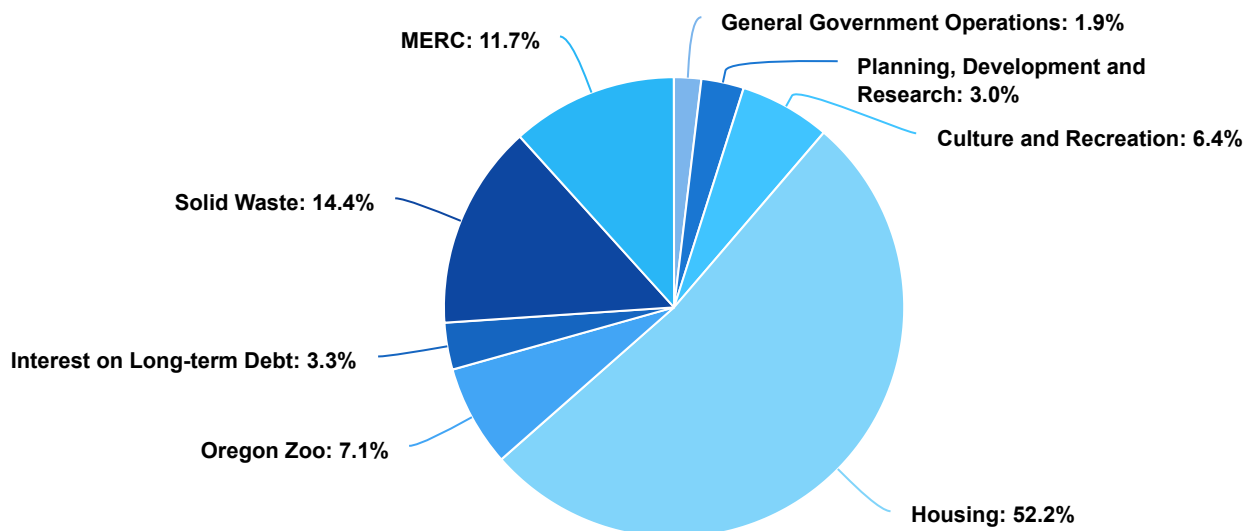
26.4 percent from that reported in the prior fiscal year. This is reflective of increased grant payments within the parks and nature portfolio, an accrual for future arbitrage payments, and increased payroll and allocations of central service costs to this program as it grows.

Interest on long-term debt decreased by \$1,720,777 or 6.3 percent from the prior fiscal year and totaled \$25,611,092 or 3.3 percent of Metro's total program costs, down from 4.7 percent in the prior fiscal year, reflecting a relatively stable amount of debt and its corresponding repayment.

Metro Governmental Activities Sources of Revenue



Metro Function/Program Expenses



Business-type activities. Program revenues of Metro's business-type activities (Solid Waste, the Oregon Zoo and MERC operations) totaled \$229,623,097, up \$15,559,435 or 7.3 percent. Metro's business-type activities were the most directly impacted by the COVID-19 pandemic. This fiscal year, attendance at the visitor venues was above pre-pandemic levels. This increased attendance drove much of the 10.9 percent increase in charges for services. The Oregon Zoo had a \$3,655,511 or 14.7 percent increase in charges for services revenue, and the MERC fund had a \$7,290,470 or 14.2 percent increase in charges for services revenue, amounting to approximately \$10.9 million for the visitor venues combined. Tonnage at Metro-owned facilities decreased 2.2 percent over the prior year while rates increased 11.2 percent, to \$137.30 per ton. The Regional System Fee increased from \$29.37 to \$31.41. Corresponding with those increases, charges for services revenue increased \$8,792,940 or 8.4 percent despite decreased tonnage. Operating grants and contributions revenue decreased 11.2 percent compared to the prior fiscal year. This decline is primarily attributed to the conclusion of several Zoo federal grant awards and the spend down of state regional clean-up grants for Solid Waste.

Total expenses increased \$27,132,275 or 11.8 percent to a total of \$257,114,642. Solid Waste program expenses increased \$6,019,097, or 5.7 percent. This can be attributed to increased operating costs at the transfer stations and payroll for Solid Waste operational and administrative employees offset by intentional decreases in grant payments while programmatic requirements were reassessed. Oregon Zoo program expenses increased \$5,103,284, or 10.2 percent, and MERC expenses increased \$16,009,894, or 21.5 percent. These increases are both the result of increased staffing and operating costs resulting from increased attendance at the visitor venues.

General revenues. Property taxes currently account for 15.5 percent of all primary government revenues. Property taxes are dedicated to the repayment of general obligation bond debt, for programs authorized by the Parks and Natural Areas Local Option Levy, transferred to the Zoo for operations, or allocated by the Council in support of governmental activities. The total amount of property taxes increased \$7,867,106 or 7.0 percent from the prior fiscal year. This change is based on the 3.0 percent maximum assessed value increase allowed in the Oregon Constitution, growth from new construction, and slightly higher collection rates than that of the prior year. Metro began to receive personal and business income tax revenue in the fiscal year ending June 30, 2021, and receipts grew substantially in the subsequent fiscal years. The prior fiscal year had \$347,044,362 recorded in income tax and the current year revenues are \$335,136,020, a 3.4 percent decrease. This is the first year the income tax revenue has not increased since inception as impacted taxpayers were all identified and brought current with prior amounts due in previous years, stabilizing collections in the current year.

FINANCIAL ANALYSIS OF METRO'S FUNDS

As noted earlier, Metro uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. The focus of Metro's *governmental funds* financial statements is to provide information on near-term inflows, outflows and balances of spendable resources. Such information is useful in assessing Metro's financing requirements. In particular, unassigned fund balances may serve as a useful measure of a government's net resources available for discretionary spending at the end of the fiscal year.

At June 30, 2024, Metro's governmental funds reported *combined* fund balances of \$1,051,163,211. This is down \$75,805,251 or 6.7 percent. The majority of this decrease is due to the spend down of Parks and Nature Bond and Affordable Housing funds as related capital project execution continues to progress. These decreases are offset by increases in the Supportive Housing Services fund, which represents income tax collections outpacing county partner spending on eligible activities. A total of \$295,102,995 is recorded as an advance in the Supportive Housing Services fund, reflecting the transfer of resources to our regional partners. The advance will be reduced as regional partners spend the tax proceeds on eligible activities, reducing net position simultaneously. All of this activity combined resulted in decreased restricted and nonspendable fund balances of \$77,451,600 or 7.2

Management Discussion and Analysis

For the fiscal year ended June 30, 2024

percent. Of the total amount of governmental combined fund balance above, \$45,707,486 or 4.3 percent, is considered *unassigned* fund balance and available for spending at Metro's discretion.

The remainder of the fund balance is either *nonspendable*, *restricted*, *committed* or *assigned*. *Nonspendable* fund balance represents amounts not in spendable form and the corpus of the permanent fund, which totals \$350,286,253 at June 30, 2024. Fund balances *restricted* for particular purposes, such as parks and natural areas, bonded capital projects, the Willamette Falls Legacy project, debt service, and affordable and supportive housing totaled \$643,688,205. Metro has \$9,743,146 of fund balance *committed* by Metro Council resolution and consists of funds to be used in executing Transit-Oriented Development projects. *Assigned* fund balance totaled \$1,738,121 and is dedicated to cemetery and golf course maintenance, and encumbered fund balance.

Note II.D.16 and Note IV.Q provide further information on Metro's fund balance classifications for all governmental funds.

The General Fund is the primary operating fund of Metro. At the end of fiscal year 2024, unassigned fund balance of the general fund was \$45,707,486. Total fund balance increased \$5,385,563 to a total of \$131,494,112. As a measure of the general fund's liquidity, it may be useful to compare both the unassigned fund balance and total fund balance to total General Fund expenditures. Unassigned fund balance represents 87.4 percent of total general fund expenditures, while total fund balance represents 251.5 percent of that same amount.

The General Fund expended \$13,735,715 for general government operations. These operational expenditures included the general government share of costs for the Council Office, Metro Auditor, Office of Metro Attorney, Capital Asset Management, Communications, Diversity, Equity and Inclusion, Finance and Regulatory Services, Human Resources, and Information Technology. Expenditures increased by \$2,205,631 compared to the previous year. This increase can be attributed to the expansion of central service staffing and programmatic spending, aimed at bolstering the agency's capacity in response to the post-pandemic environment and pressing housing initiatives.

Metro collected \$3,782,940 in Construction Excise Tax during the fiscal year ended June 30, 2024, up \$184,892 or 5.1 percent from the prior fiscal year. This tax is imposed on new construction within the region, with limited exceptions, and is intended to provide funds to local governments for the planning of future expansion areas, future urban reserves, and planning that enables redevelopment of centers, corridors and employment areas within the existing Urban Growth Boundary. Collections are at relatively high levels corresponding with the high level of construction activity in the region.

Metro's other major governmental funds also include the Parks and Nature Operating Fund, Affordable Housing, Supportive Housing Services, the General Obligation Bond Debt Service Fund, Natural Areas, and Parks and Nature Bond Funds. All of these funds carry restricted or nonspendable fund balances because they were established for specific purposes by the passage of various ballot measures.

The restricted and nonspendable positions in other governmental funds changed from \$1,000,871,265 to \$918,984,302 or a decrease of \$81,886,963. The Affordable Housing fund had a substantial reduction in restricted funds while the Supportive Housing Services fund had an increase, driving an overall decrease in total restricted and nonspendable net position. Local partners have been able to build affordable housing projects depleting the fund balance, while the supportive housing program is still building staffing and programming capacity, leading to unspent funds. Future balances are anticipated to decrease as local partners expand their supportive housing programs.

There was a decrease in expenditures in the Affordable Housing Fund, from \$99.8 million to \$88.8 million due to timing-related project reimbursement requests. The Supportive Housing Services fund had substantially higher activity with expenditures amounting to \$313.9 million as regional partners started to ramp up their programs addressing the housing crisis.

The Natural Areas Fund had 200 percent greater expenditures compared to the prior fiscal year as the final bond-funded projects were completed. The fund was closed at the end of the year. The Parks and Nature Bond was passed in November 2019 and has a substantial fund balance (\$134.3 million) plus bond authorization remaining. Total expenditures increased from the prior year as construction is in full swing for many park infrastructure projects and the land acquisition team was highly successful in closing on several properties during the year.

Proprietary funds. Metro's proprietary fund statements provide the same type of information found in the government-wide financial statements on pages 46 -51, but in more detail.

At the end of fiscal year 2024, *unrestricted net position* of the Solid Waste Fund, Oregon Zoo Fund, and MERC Fund amounted to \$20,633,585, \$12,332,145, and \$15,091,640, respectively. The total change in *unrestricted net position* for each fund equaled decreases of \$481,539, \$3,267,320, and \$7,888,067, respectively. Solid Waste increased its rates in line with program expenditures, resulting in a near-flat change in unrestricted fund balance. The Oregon Zoo and MERC faced rising wage-related and administrative costs that outpaced revenue growth from increased attendance, leading to a decline in their unrestricted net position. These cost increases included inflationary adjustments embedded in venue contracts and employee pay rates.

BUDGETARY HIGHLIGHTS

As noted earlier, Metro's General Fund is used to account for general government operations and the programs of planning, development and research and culture and recreation. Over the course of the fiscal year, the Metro Council revised the budget for the General Fund three times, and total appropriations came to \$159,194,243. The total budgeted appropriation for expenditures and transfers increased by \$246,592 from the previous year, reflecting a stabilization in agency spending across key general-funded programs after several years of pandemic-related fluctuations.

Revenue from grants was \$13,722,613, but budgeted at \$19,651,338; this difference is related to delays in the execution of several transportation planning related grants in the last quarter of the fiscal year. Other significant variances in estimated and actual revenues include internal charges for services and investment income. Internal charges for services came in lower compared to budget due to fewer internal staff working on projects billed to other departments than originally planned. Investment income increased due to favorable market trends in contrast to the conditions at the time the budget was prepared. Expenditures in planning, development and research were \$20,452,841 less than budgeted. Metro routinely budgets in a manner to ensure there is sufficient appropriation for potential TOD program purchases.

Year over year, the total revised budget across all funds was \$1,806,249,044, up 10.5 percent from Fiscal Year 2023. A large portion of this budget is unappropriated fund balance in the Affordable Housing and Parks and Nature Bond funds. The Affordable Housing funds are fully committed and expected to be spent down in the next several years. The Parks and Nature Bond program is forecasted to fully spend the voter-approved bonding authority over the next eight to ten years; the unappropriated fund balance related to that program will fluctuate as bonds are issued and funds expended.

Metro's Capital Assets
(Net of accumulated depreciation and amortization)

	Governmental Activities		Business-type Activities		Total Primary Government	
	2024	2023	2024	2023	2024	2023
Land	\$ 323,919,615	315,250,863	26,194,419	24,155,600	350,114,034	339,406,463
Leased land	-	-	8,608,145	8,649,438	8,608,145	8,649,438
Intangible - easements	11,929,884	11,929,884	-	-	11,929,884	11,929,884
Artwork	484,645	484,645	1,184,358	1,184,358	1,669,003	1,669,003
Buildings and exhibits	20,746,658	21,585,943	254,561,508	263,254,968	275,308,166	284,840,911
Leased buildings and exhibits	211,921	407,539	4,585,529	5,728,812	4,797,450	6,136,351
Improvements	34,077,616	26,720,506	19,397,176	19,558,141	53,474,792	46,278,647
Equipment and vehicles	3,458,650	2,747,478	17,964,390	13,745,839	21,423,040	16,493,317
Leased equipment and vehicles	37,326	70,096	-	-	37,326	70,096
Intangible - software	2,419,929	2,062,557	95,887	116,535	2,515,816	2,179,092
Right to use asset - software	2,444,018	921,862	446,439	685,036	2,890,457	1,606,898
Office furniture/equipment	172,243	330,624	297,598	391,993	469,841	722,617
Railroad equipment/facilities	-	-	720,730	1,069,752	720,730	1,069,752
Construction in progress	28,991,236	17,082,953	5,089,981	4,971,194	34,081,217	22,054,147
Total	<u>\$ 428,893,741</u>	<u>399,594,950</u>	<u>339,146,160</u>	<u>343,511,666</u>	<u>768,039,901</u>	<u>743,106,616</u>

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital assets. Metro's capital assets for its governmental and business-type activities total \$768,039,901 (net of accumulated depreciation and amortization) as of June 30, 2024.

This investment includes land, buildings and exhibits, improvements, and various types of equipment. The total increase (including additions and deductions) in Metro's investment in capital assets for the current fiscal year was \$24,933,285 or 3.4 percent, net of accumulated depreciation and amortization. In the current fiscal year, there was an increase of \$29,298,791 or 7.3 percent in capital assets attributable to governmental activities and a decrease of \$4,365,506 or 1.3 percent in business-type activity capital assets (additional capital assets, less increases in accumulated depreciation and amortization). Additional information on Metro's capital assets can be found in Note IV.E to the financial statements.

Long-term debt. At the end of the current fiscal year, Metro had total debt outstanding of \$857,214,879, net of unamortized premiums and discounts. Of this amount, \$765,094,158 comprises debt backed by property tax assessments and \$75,637,399 represents bonds secured by a broad pledge of Metro revenues, including property taxes used to support operations, and excise taxes levied on users of certain Metro services. Leases and subscription-based information technology arrangement (SBITA) payable make up the remainder of the balance.

The table below provides a summary of Metro's debt activity. Bonds are reflected net of unamortized premiums and discounts as disclosed in the notes to the financial statements.

Metro's total debt decreased \$62,432,302 or 6.8 percent during the current fiscal year. This is reflective of scheduled debt and lease repayments. The repayments are offset slightly by increases to total debt related to SBITA payable increases related to additional eligible software contracts executed during the year.

Metro's Outstanding Debt

	Governmental Activities		Business-type activities		Total Primary Government	
	2024	2023	2024	2023	2024	2023
General Obligation bonds	\$ 765,094,158	821,771,917	-	-	765,094,158	821,771,917
Full Faith & Credit/Revenue	74,593,602	79,134,719	1,043,797	2,101,909	75,637,399	81,236,628
Leases payable	260,861	478,343	13,642,768	14,753,779	13,903,629	15,232,122
SBITA payable	2,200,442	787,812	379,251	618,702	2,579,693	1,406,514
Total	<u>\$ 842,149,063</u>	<u>902,172,791</u>	<u>15,065,816</u>	<u>17,474,390</u>	<u>857,214,879</u>	<u>919,647,181</u>

In March 2020, Standard & Poor's reaffirmed its AAA rating on Metro general obligation bonds, while Moody's Investor Services reaffirmed its Aaa rating. The rating agencies' reports emphasized the strong financial reserves of the agency, the low debt ratio, a significantly broad tax base and the strength of its financial policies. In May 2020, Moody's issued a credit opinion on Metro's 2017 Dedicated Tax Revenue Bonds affirming their Aa3 rating due to strong reserves, historically robust coverage, and solid mechanisms for bond repayment. However, they were assigned a negative outlook because of the expected declines in tourism due to the COVID-19 pandemic. In April 2022, Moody's revised the outlook to stable, reflecting strong management, solid reserves, and an expectation that hotel tax revenue would likely improve as business travel and tourism resume. The 2022 rating action affirmed the Aa3 rating on the special tax bonds and the Aaa rating on general obligation unlimited tax. Subsequent to year-end, in October 2024, Moody's reaffirmed its Aaa rating on Metro's outstanding general obligation unlimited tax bonds and its Aa3 rating on dedicated tax revenue bonds. The ratings rationale cited solid reserve balances, favorable liquidity ratios, and an overall healthy regional economy.

State statutes limit the amount of general obligation debt a governmental entity may issue to 10 percent of its total assessed valuation. The current debt limitation for Metro is \$44,817,887,154, which is significantly in excess of Metro's outstanding general obligation debt.

Additional information on Metro's long-term debt can be found in Notes IV.K through IV.N in the financial statements.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

By law, Metro must present a balanced budget. When accounting for all resources and requirements, the budget for fiscal year 2025 totals \$2,097,108,321, up 16.1 percent from fiscal year 2024. A detailed discussion can be found in Metro's 2025 Adopted Budget.

Budgetary assumptions impacting Metro's budget are:

- Property taxes reflect Metro's permanent operating rate of \$0.0966/\$1,000 of assessed value; and the local option levy rate of \$0.0960/\$1,000 of assessed value. Fiscal year 2025 is the second year of the third five-year local option levy approved for renewal by voters in 2022. All levies assume a 4.0 percent increase in assessed value and a 94.5 percent collectible rate.
- Local government revenues include the Transient Lodging Tax (TLT) collected by Multnomah County to support operations of OCC and Portland's 5 and capital funding for OCC and Expo, and the Visitor Facilities Trust Account (VFTA) allocations to OCC and Portland's 5. Those revenues are expected to increase as the region continues to recover from the COVID-19 pandemic.
- Enterprise revenues include an 8.4 percent increase at MERC, a 1.5 percent increase at the Oregon Zoo, and a 0.7 percent decrease in solid waste revenues.

Management Discussion and Analysis

For the fiscal year ended June 30, 2024

- Personnel services costs are budgeted to increase by 10.3 percent. The increase is mainly related to staff additions needed to provide quality services for internal and external stakeholders. A large percentage of Metro staff are represented and salary increases are based on specific collective bargaining agreements, contributing to the personnel services cost increase.
- The number of authorized positions increased in the adopted fiscal year 2025 budget from the amended 2024 budget by a net 16.85 FTE to a total of 1,170.30 FTE as additional staffing needs were identified to support the housing programs and solid waste programs to meet operational and programmatic requirements.
- Voters in greater Portland approved a supportive housing services tax in May 2020, levying a 1 percent tax on personal taxable income above \$125,000 for individuals and \$200,000 for those filing jointly, and a 1 percent tax on net business income for businesses with gross receipts in excess of \$5.0 million. The budget anticipates \$374.5 million in revenues and \$460.3 million in payments to other governmental agencies for the implementation of the supportive housing services program, related tax collection, and program administration and oversight.
- Significant capital and bond project expenditures in fiscal year 2025 include \$230 million to local partners for approved affordable housing projects and site acquisition, \$16 million in payments to grantees and other governmental agencies for parks and natural area projects, \$22 million for land acquisition and infrastructure work within the parks and nature portfolio, \$15 million for infrastructure-related work at the MERC facilities, and \$3 million for solid waste facility capital upgrades at the Metro Central and Metro South transfer stations.

Metro's financial policies are the backbone of Metro's financial accountability and transparency. The fiscal year 2025 budget is a chance to prepare both for the coming fiscal year and for the longer term. Preparing for the future is a core element of Metro's charter and organizational culture.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of Metro's finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Metro, 600 NE Grand Avenue, Portland, Oregon, 97232-2736.

Basic Financial Statements

METRO | Annual Comprehensive Financial Report 2024





A large, solid dark blue hexagon is centered on the page. Inside the hexagon, the text "Government-Wide Financial Statements" is written in a white, bold, sans-serif font, centered both horizontally and vertically.

Government-Wide Financial Statements

METRO
Statement of Net Position
June 30, 2024

	Primary Government			Component Unit
	Governmental Activities	Business-type Activities	Total	Oregon Zoo Foundation
ASSETS				
Equity in internal cash and investment pool	\$ 63,417,291	111,636,263	175,053,554	2,504,351
Investments	-	-	-	20,811,513
Receivables (net of allowance for uncollectibles):				
Property taxes	494,741	-	494,741	-
Trade	4,460	11,963,721	11,968,181	651,588
Other	3,033,967	9,432,842	12,466,809	489,603
Interest	411,051	692,629	1,103,680	-
Grants	-	82,497	82,497	-
Internal balances	4,221,258	(4,221,258)	-	-
Lease receivable	1,751,243	-	1,751,243	-
Public-private partnership receivable	-	34,859,051	34,859,051	-
Inventories	-	1,178,885	1,178,885	-
Prepaid items	1,232,542	524,416	1,756,958	70,833
Other assets	271,200	127,998	399,198	-
Restricted assets:				
Equity in internal cash and investment pool	152,820,305	764,176	153,584,481	-
Investments	425,145,664	-	425,145,664	-
Receivables (net of allowance for uncollectibles):				
Property taxes	2,452,597	-	2,452,597	-
Personal and business income taxes	50,477,368	-	50,477,368	-
Trade	28,460	-	28,460	-
Other	4,912,960	-	4,912,960	-
Interest	3,318,425	-	3,318,425	-
Grants	2,009,311	-	2,009,311	-
Lease receivable	123,818	-	123,818	-
Assets held for resale	14,868,362	-	14,868,362	-
Advances	349,094,763	-	349,094,763	-
Prepaid items	318,202	-	318,202	-
Loans receivable	423,393	-	423,393	-
Net OPEB asset	873,029	859,173	1,732,202	-
Other assets	1,017,444	-	1,017,444	-
Capital assets:				
Land, intangibles, artwork and construction in progress	365,325,380	32,468,758	397,794,138	-
Other capital assets (net of accumulated depreciation and amortization)	63,568,361	306,677,402	370,245,763	19,500
Total assets	1,511,615,595	507,046,553	2,018,662,148	24,547,388
DEFERRED OUTFLOWS OF RESOURCES				
Deferred pension amounts	23,302,979	21,708,176	45,011,155	-
Deferred OPEB amounts	548,258	779,549	1,327,807	-
Total deferred outflows of resources	23,851,237	22,487,725	46,338,962	-
LIABILITIES				
Accounts payable	15,184,951	13,187,064	28,372,015	44,892
Accrued salaries and benefits	3,329,195	3,073,937	6,403,132	-
Contracts payable	762,049	519,425	1,281,474	3,354,962
Accrued interest payable	2,197,759	47,178	2,244,937	-
Accrued self-insurance claims	777,000	-	777,000	-
Unearned revenue	250,301	5,337,504	5,587,805	219,068
Deposits payable	18,038	2,779,595	2,797,633	-
Other liabilities	1,064,890	34,192	1,099,082	-

(Continued)

METRO
Statement of Net Position, *continued*
June 30, 2024

	Primary Government			Component Unit
	Governmental	Business-type	Total	Oregon Zoo
	Activities	Activities		Foundation
LIABILITIES, Continued				
Non-current liabilities:				
Due within one year:				
Leases payable	\$ 243,131	546,949	790,080	-
SBITA payable	960,829	286,819	1,247,648	-
Bonds payable	63,715,443	1,005,000	64,720,443	-
Post-closure costs payable	-	931,526	931,526	-
Compensated absences	4,243,943	3,122,874	7,366,817	-
Due in more than one year:				
Leases payable	17,730	13,095,819	13,113,549	-
SBITA payable	1,239,613	92,432	1,332,045	-
Bonds payable (net of unamortized premium or discount)	775,972,317	38,797	776,011,114	-
Total OPEB liability	1,349,583	1,960,907	3,310,490	-
Post-closure costs payable	-	957,609	957,609	-
Pollution remediation obligation	8,607,624	95,000	8,702,624	-
Compensated absences	1,730,729	1,728,645	3,459,374	-
Net pension liability	58,152,903	54,173,050	112,325,953	-
Total liabilities	939,818,028	103,014,322	1,042,832,350	3,618,922
DEFERRED INFLOWS OF RESOURCES				
Deferred lease amounts	1,716,150	-	1,716,150	-
Deferred public-private partnership amounts	-	33,974,630	33,974,630	-
Deferred charge on refunding	1,951,780	-	1,951,780	-
Deferred pension amounts	11,401,964	10,621,638	22,023,602	-
Deferred OPEB amounts	488,563	679,769	1,168,332	-
Total deferred inflows of resources	15,558,457	45,276,037	60,834,494	-
NET POSITION				
Net investment in capital assets (1)	370,582,164	324,080,339	670,933,826	19,500
Restricted for:				
Parks and natural areas operations				
Expendable	6,439,759	-	6,439,759	-
Non-expendable	75,670	-	75,670	-
Supportive housing services	376,493,431	-	376,493,431	-
Transit-oriented development projects	25,683,520	-	25,683,520	-
Planning projects	26,719,054	-	26,719,054	-
Smith and Bybee Wetlands management plan	1,014,899	-	1,014,899	-
Community enhancement	1,564,069	-	1,564,069	-
Willamette Falls Legacy project	16,017,600	-	16,017,600	-
Debt service	4,518,506	-	4,518,506	-
Capital projects	60,145,418	12,468,295	72,613,713	-
OPEB asset	873,029	859,173	1,732,202	-
Perpetual care: Non-expendable	747,747	-	747,747	-
Zoo purposes:				
Expendable	-	-	-	1,149,569
Non-expendable	-	-	-	1,189,628
Unrestricted	(310,784,519)	43,836,112	(243,219,730)	18,569,769
Total net position	\$ 580,090,347	381,243,919	961,334,266	20,928,466

(1) See Note II.D.15 in the notes to the financial statements

The notes to the financial statements are an integral part of this statement.

METRO
Statement of Activities
For the fiscal year ended June 30, 2024

		Program Revenues		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions
FUNCTIONS/PROGRAMS				
Primary Government:				
Governmental activities:				
General government operations	\$ 14,755,333	987,660	3,602,554	-
Planning, development and research	23,225,600	2,021,865	13,731,427	-
Housing	404,853,574	-	-	-
Culture and recreation	49,428,873	8,275,149	879,536	-
Interest on long-term debt	25,611,092	-	-	-
Total governmental activities	517,874,472	11,284,674	18,213,517	-
Business-type activities:				
Solid Waste	111,401,035	114,087,566	2,514,191	-
Oregon Zoo	55,186,087	28,573,970	5,231,240	-
MERC	90,527,520	58,575,974	20,363,976	276,180
Total business-type activities	257,114,642	201,237,510	28,109,407	276,180
Total primary government	\$ 774,989,114	212,522,184	46,322,924	276,180
Component Unit:				
Oregon Zoo Foundation	\$ 12,762,227	5,831,690	6,211,618	-
General revenues:				
Property taxes				
Personal and business income taxes				
Excise taxes				
Construction excise tax				
Cemetery revenue surcharge				
Unrestricted investment earnings (loss)				
Transfers				
Total general revenues and transfers				
Change in net position				
Net position - July 1, 2023				
Net position - June 30, 2024				

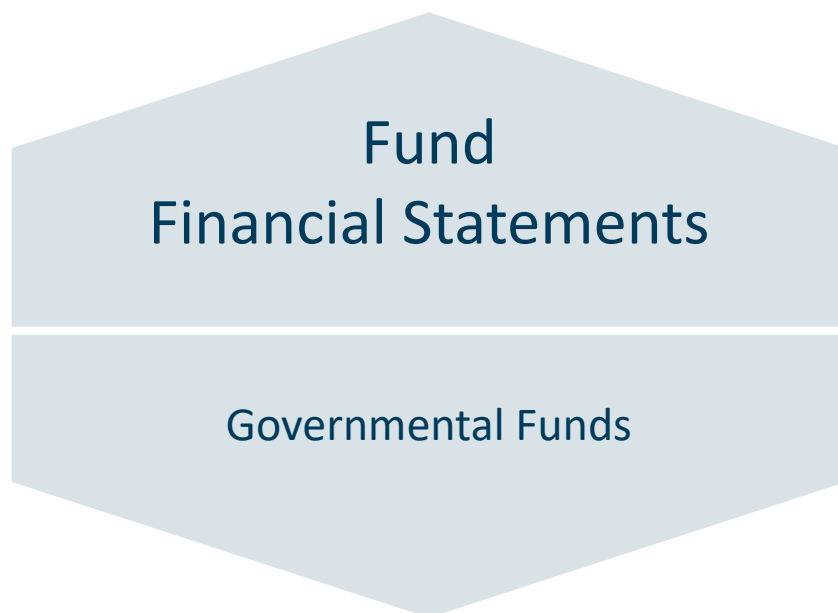
The notes to the financial statements are an integral part of this statement.

Net (Expense) Revenue and Changes in Net Position			
Primary Government			Component Unit
Governmental Activities	Business-type Activities	Total	Oregon Zoo Foundation
(10,165,119)	-	(10,165,119)	
(7,472,308)	-	(7,472,308)	
(404,853,574)	-	(404,853,574)	
(40,274,188)	-	(40,274,188)	
(25,611,092)	-	(25,611,092)	
(488,376,281)	-	(488,376,281)	
-	5,200,722	5,200,722	
-	(21,380,877)	(21,380,877)	
-	(11,311,390)	(11,311,390)	
-	(27,491,545)	(27,491,545)	
(488,376,281)	(27,491,545)	(515,867,826)	
			(718,919)
120,787,018	-	120,787,018	-
335,136,020	-	335,136,020	-
20,121,244	-	20,121,244	-
3,782,940	-	3,782,940	-
53,353	-	53,353	-
35,803,286	6,585,037	42,388,323	1,951,861
(15,293,466)	15,293,466	-	-
500,390,395	21,878,503	522,268,898	1,951,861
12,014,114	(5,613,042)	6,401,072	1,232,942
568,076,233	386,856,961	954,933,194	19,695,524
\$ 580,090,347	381,243,919	961,334,266	20,928,466



A large, solid dark blue hexagon is centered on the page. Inside the hexagon, the text "Fund Financial Statements" is written in a white, bold, sans-serif font.

Fund Financial Statements



Major Funds

General Fund

The *General Fund* accounts for all activities not required to be accounted for in another fund. This fund accounts for Metro’s primary governmental programs and support services including Council, Office of the Auditor, Office of Metro Attorney, Information Services, Communications, Finance and Regulatory Services, Human Resources, Capital Asset Management (construction project management and Metro Regional Center building operations components), Parks and Nature, Planning, Development and Research (land use, urban growth management, research, and environmental and transportation planning), Housing, and Diversity, Equity, and Inclusion, and special and non-departmental appropriations. The principal resources of the fund are charges for services, grants, property taxes, construction excise tax, and excise taxes on Metro’s facilities and services levied in accordance with the Metro Code.

The budgetary General Fund is combined with two other budgetary funds, the General Revenue Bond Fund – General and the General Asset Management Fund, to become one fund in accordance with accounting principles generally accepted in the United States of America.

Special Revenue Funds

Parks and Nature Operating Fund

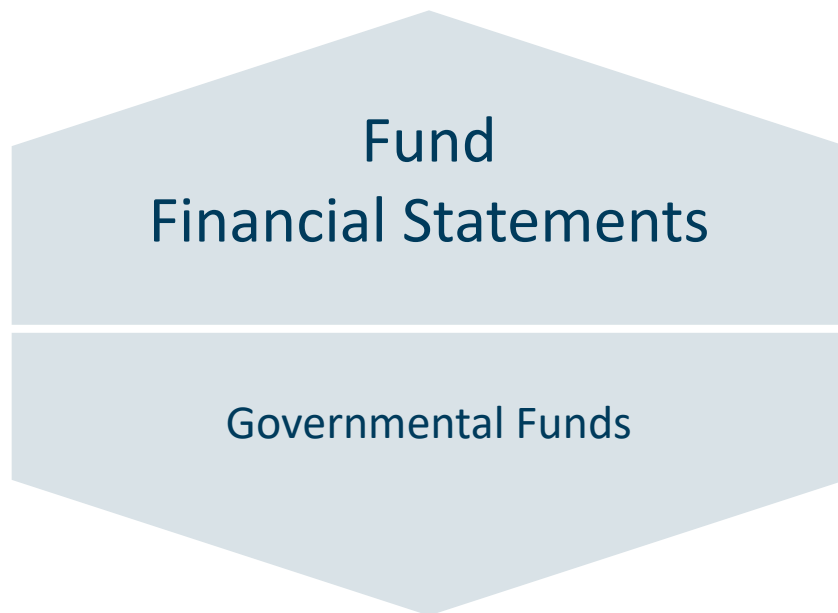
This fund accounts for a dedicated local option levy and other funding that is used to improve water quality and restore wildlife habitat, wetlands, and floodplains in the region, as well as needed upkeep to parks, nature education and community partnerships throughout the region.

Affordable Housing Fund

This fund was established to account for bond proceeds and expenditures related to the 2018 Affordable Housing Measure. Metro sold \$652.8 million in taxable bonds in May 2019 to fund affordable housing for low-income families, seniors, veterans and people with disabilities in the greater Portland region.

Supportive Housing Services Fund

This fund was established to account for income tax proceeds and expenditures related to the 2020 Supportive Housing Services Measure. Specifically, funds will provide funding for housing assistance and wraparound services. The principal source of revenue is personal and business income taxes.



Major Funds

Debt Service Fund

The General Obligation Bond Debt Service Fund accounts for payments of general obligation bond principal and interest to bondholders. The principal resources are property taxes and investment income.

Capital Projects Funds

Natural Areas Fund

This fund accounts for activities to acquire and preserve natural areas and stream frontages, maintain and improve water quality, and protect fish and wildlife habitat. The principal resources are investment income and grants.

Parks and Nature Bond Fund

This fund accounts for activities to protect natural areas, water quality, and fish and wildlife habitat and connecting people to nature. The principal sources of revenue are bonds issued, premium on bonds issued, and investment income.

Nonmajor Funds

Other Governmental Funds

Other governmental funds include Smith and Bybee Wetlands Fund, Community Enhancement Fund, and Cemetery Perpetual Care Fund.

METRO
Balance Sheet and Reconciliation to Statement of Net Position
Governmental Funds
June 30, 2024

		Special Revenue		
	General	Parks and Nature Operating	Affordable Housing	Supportive Housing Services
ASSETS				
Equity in internal cash and investment pool	\$ 127,346,169	9,159,828	12,292,268	31,825,142
Investments	-	-	313,892,549	-
Receivables:				
Property taxes	494,741	456,149	-	-
Personal and business income taxes	-	-	-	50,477,368
Trade	6,791	21,877	-	-
Other	2,863,750	661,459	551,594	-
Interest	706,117	59,161	2,118,469	181,568
Grants	1,995,771	-	-	-
Lease receivable	711,286	1,163,775	-	-
Assets held for resale	4,215,567	-	10,652,795	-
Advances	-	-	53,991,768	295,102,995
Prepaid items	362,735	75,262	1,542	3,796
Other assets	-	209,922	-	1,000,000
Loans receivable	423,393	-	-	-
Restricted assets:				
Equity in internal cash and investment pool	3,372,630	-	-	-
Total assets	\$ 142,498,950	11,807,433	393,500,985	378,590,869
LIABILITIES				
Accounts payable	\$ 7,384,654	1,761,360	96,782	1,794,618
Accrued salaries and benefits	2,337,172	584,133	37,323	139,016
Contracts payable	163,297	-	-	-
Unearned revenue	6,333	243,968	-	-
Deposits payable	9,534	8,504	-	-
Other liabilities	4,139	10,067	-	-
Total liabilities	9,905,129	2,608,032	134,105	1,933,634
DEFERRED INFLOWS OF RESOURCES				
Unavailable revenue-property taxes	417,890	381,181	-	-
Unavailable revenue-other	54,853	-	-	-
Deferred lease amounts	626,966	1,089,184	-	-
Total deferred inflows of resources	1,099,709	1,470,365	-	-
FUND BALANCES				
Nonspendable	362,735	75,262	53,993,310	295,106,791
Restricted	74,627,421	6,985,089	339,373,570	81,550,444
Committed	9,743,146	-	-	-
Assigned	1,053,324	668,685	-	-
Unassigned	45,707,486	-	-	-
Total fund balances	131,494,112	7,729,036	393,366,880	376,657,235
Total liabilities, deferred inflows of resources and fund balances	\$ 142,498,950	11,807,433	393,500,985	378,590,869

Amounts reported for governmental activities in the statement of net position are different because:

Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.

The net pension liability, net OPEB liability, and related deferred outflows and inflows of resources are not available/payable in the current period and therefore are not reported in the funds.

Property taxes and certain other revenues are not available to pay for current period expenditures and therefore are reported as unavailable revenue in the funds.

An internal service fund is used by management to charge the costs of insurance and risk management to individual funds. The assets and liabilities of the internal service fund are included in governmental activities in the statement of net position.

Long-term liabilities (including bonds payable) and related deferred inflows of resources, are not due and payable in the current period and therefore are not reported in the funds.

Net position of governmental activities

The notes to the financial statements are an integral part of this statement.

General Obligation Bond Debt Service	Capital Projects		Other Governmental Funds	Total Governmental Funds
	Natural Areas	Parks and Nature Bond		
4,397,123	-	22,980,451	3,220,667	211,221,648
-	-	111,253,114	-	425,145,663
1,996,448	-	-	-	2,947,338
-	-	-	-	50,477,368
-	-	4,252	-	32,920
-	-	3,810,810	59,314	7,946,927
65,045	-	568,565	18,778	3,717,703
-	-	13,540	-	2,009,311
-	-	-	-	1,875,061
-	-	-	-	14,868,362
-	-	-	-	349,094,763
-	-	-	408	443,743
-	-	8,722	-	1,218,644
-	-	-	-	423,393
7	-	-	-	3,372,637
6,458,623	-	138,639,454	3,299,167	1,074,795,481
-	-	3,545,437	447,125	15,029,976
-	-	209,961	-	3,307,605
-	-	598,752	-	762,049
-	-	-	-	250,301
-	-	-	-	18,038
-	-	-	-	14,206
-	-	4,354,150	447,125	19,382,175
1,680,021	-	-	-	2,479,092
-	-	-	-	54,853
-	-	-	-	1,716,150
1,680,021	-	-	-	4,250,095
-	-	-	748,155	350,286,253
4,778,602	-	134,285,304	2,087,775	643,688,205
-	-	-	-	9,743,146
-	-	-	16,112	1,738,121
-	-	-	-	45,707,486
4,778,602	-	134,285,304	2,852,042	1,051,163,211
6,458,623	-	138,639,454	3,299,167	
				428,893,741
				(46,668,747)
				2,533,945
				6,082,268
				(861,914,071)
				\$ 580,090,347

METRO
Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the fiscal year ended June 30, 2024

		Special Revenue		
	General	Parks and Nature Operating	Affordable Housing	Supportive Housing Services
REVENUES				
Property taxes	\$ 19,944,171	18,816,965	-	-
Excise taxes	20,121,244	-	-	-
Personal and business income taxes	-	-	-	335,136,020
Construction excise tax	3,782,940	-	-	-
Cemetery revenue surcharge	53,353	-	-	-
Investment income	5,637,019	701,171	18,635,676	1,726,652
Government fees	6,185	11,895	-	-
Culture and recreation fees	-	5,342,610	-	-
Solid waste fees	-	-	-	-
Other fees	1,112,329	1,382,367	-	-
Internal charges for services	1,300,357	-	-	-
Licenses and permits	556,105	-	-	-
Miscellaneous revenue	130,125	157,777	-	-
Grants	13,722,613	244,898	-	-
Local government shared revenues	3,611,369	610,362	-	-
Government contributions	3,600,373	7,190	-	-
Capital contributions and donations	-	3,546	-	-
Total revenues	73,578,183	27,278,781	18,635,676	336,862,672
EXPENDITURES				
Current:				
General government operations	13,735,715	-	-	-
Planning, development and research	25,219,976	-	-	-
Housing	226,628	-	88,835,009	313,888,478
Culture and recreation	231,746	32,851,777	-	-
Debt service:				
Principal	4,125,000	-	-	-
Interest	3,466,379	-	-	-
Capital outlay	5,272,740	458,916	-	-
Total expenditures	52,278,184	33,310,693	88,835,009	313,888,478
Revenues over (under) expenditures	21,299,999	(6,031,912)	(70,199,333)	22,974,194
OTHER FINANCING SOURCES (USES)				
Leases (as lessee)	-	36,152	-	-
SBITA	2,781,465	-	-	-
Sale of capital assets	13,366	-	-	-
Transfers in	2,500,557	4,000,000	-	-
Transfers out	(21,209,824)	(741,320)	(17,397)	(50,081)
Total other financing sources (uses)	(15,914,436)	3,294,832	(17,397)	(50,081)
Net change in fund balances	5,385,563	(2,737,080)	(70,216,730)	22,924,113
Fund balances - July 1, 2023	126,108,549	10,466,116	463,583,610	353,733,122
Fund balances - June 30, 2024	\$ 131,494,112	7,729,036	393,366,880	376,657,235

The notes to the financial statements are an integral part of this statement.

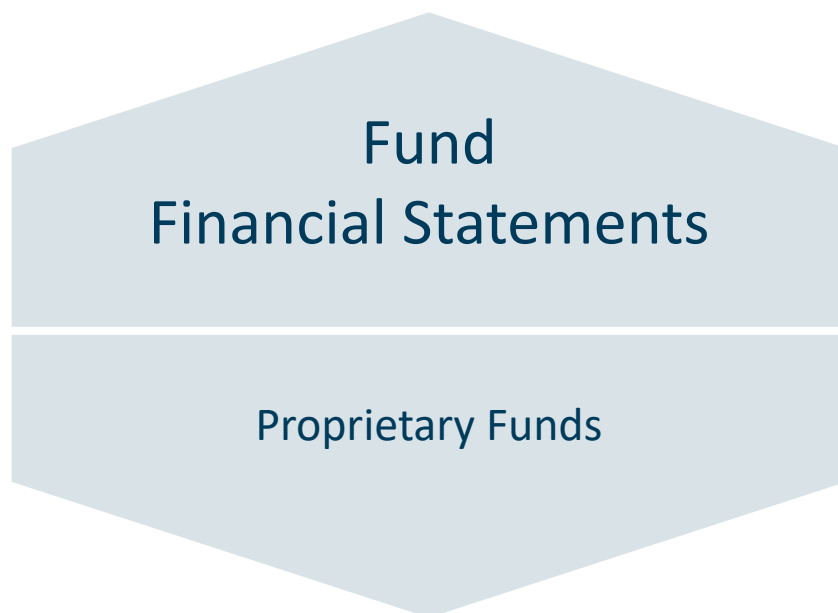
General Obligation Bond Debt Service	Capital Projects		Other Governmental Funds	Total Governmental Funds
	Natural Areas	Parks and Nature Bond		
81,447,560	-	-	-	120,208,696
-	-	-	-	20,121,244
-	-	-	-	335,136,020
-	-	-	-	3,782,940
-	-	-	-	53,353
1,435,637	170,786	7,292,285	150,851	35,750,077
-	-	-	-	18,080
-	-	-	-	5,342,610
-	-	-	1,329,478	1,329,478
-	-	51,022	-	2,545,718
-	-	-	-	1,300,357
-	-	-	-	556,105
-	-	-	-	287,902
-	-	13,540	-	13,981,051
-	-	-	-	4,221,731
-	-	-	-	3,607,563
-	-	-	-	3,546
82,883,197	170,786	7,356,847	1,480,329	548,246,471
-	-	-	-	13,735,715
-	-	-	-	25,219,976
-	-	-	-	402,950,115
-	1,177,111	10,327,247	1,494,358	46,082,239
55,203,477	-	-	-	59,328,477
26,313,900	-	-	-	29,780,279
-	2,410,611	26,219,331	-	34,361,598
81,517,377	3,587,722	36,546,578	1,494,358	611,458,399
1,365,820	(3,416,936)	(29,189,731)	(14,029)	(63,211,928)
-	-	-	-	36,152
-	-	-	-	2,781,465
-	-	-	-	13,366
-	11	209,813	-	6,710,381
-	-	(108,635)	(7,430)	(22,134,687)
-	11	101,178	(7,430)	(12,593,323)
1,365,820	(3,416,925)	(29,088,553)	(21,459)	(75,805,251)
3,412,782	3,416,925	163,373,857	2,873,501	1,126,968,462
4,778,602	-	134,285,304	2,852,042	1,051,163,211

METRO
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of
Governmental Funds to the Statement of Activities
For the year ended June 30, 2024

Amounts reported for governmental activities in the statement of activities are different because:

Net change in fund balances-total governmental funds		\$ (75,805,251)
Governmental funds report capital outlays as expenditures, while governmental activities report depreciation expense to allocate those expenditures over the life of the assets. This is the amount by which capital outlays exceeded depreciation and amortization.		
Expenditures for capital assets	34,363,052	
Less current year depreciation and amortization	<u>(5,030,174)</u>	29,332,878
Modifications of right to use contracts result in expenditures for governmental funds while governmental activities report capital assets.		(183,786)
Governmental funds purchase capital assets that are subsequently transferred and then owned and depreciated by a proprietary fund in the statement of activities.		141,226
In the statement of activities, only the gain or loss on the disposal of capital assets is reported, while in governmental funds, the entire proceeds from sales increase financial resources. The change in net position differs from the change in fund balance by the book values of the assets disposed.		52,850
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds.		
Change in unavailable revenue-property taxes	578,323	
Change in unavailable revenue-other	<u>(3,695,949)</u>	(3,117,626)
An internal service fund is used by management to charge the costs of insurance and risk management to individual funds. The net revenue of certain activities of the internal service fund is included in governmental activities in the statement of activities.		129,112
The issuance of long-term debt provides current financial resources to governmental funds, but issuance of debt increases long-term liabilities in the statement of net position. The repayment of principal on long-term debt uses current financial resources of governmental funds, but repayment of debt reduces long-term liabilities in the statement of net position. Also, governmental funds report the effect of issuance costs, premiums, discounts, and similar items when debt is first issued, whereas premiums and discounts are deferred and amortized in the statement of activities. These are the effects of the differences in the treatment of long-term debt and related items.		
Principal payments on bonds	59,328,477	
Amortization of unamortized premium or discount	<u>4,019,613</u>	63,348,090
Expenses in the statement of activities that do not require the use of current financial resources are not reported as expenditures in the funds.		
Pollution remediation liability	333,345	
Other postemployment benefits	235,259	
Compensated absences	(894,048)	
Accruals associated with pension related obligations	643,189	
Leases payable	217,482	
SBITA payable	(1,456,740)	
Arbitrage payable on bonds	(1,050,684)	
Accrued interest payable	<u>88,818</u>	(1,883,379)
Change in net position of governmental activities		<u>\$ 12,014,114</u>

The notes to the financial statements are an integral part of this statement.



Enterprise Funds

Major Funds

Solid Waste Fund

This fund accounts for revenues, primarily from charges for services for the disposal of solid waste, and expenses for the implementation, administration and enforcement of Metro's Solid Waste Management Plan. This fund also accounts for Metro South Station and Metro Central Station solid waste transfer and recycling facilities, and the closed St. Johns Landfill.

Oregon Zoo Fund

This fund accounts for revenues and expenses related to the management and operation of the Oregon Zoo. The principal sources of revenue are charges for services such as admission and membership fees, and food, beverage and gift sales. Expenses consist primarily of facility operation costs and payroll. This fund consists of two budgetary funds (Oregon Zoo Operating Fund and Oregon Zoo Asset Management Fund) that are combined as one Enterprise Fund to be in accordance with accounting principles generally accepted in the United States of America.

MERC Fund

This fund accounts for revenues and expenses related to the management and operation of facilities managed by MERC, including the OCC, Expo Center, and Portland's 5. The principal sources of revenue are charges for services and local government shared revenue. Expenses consist primarily of management, food and beverage and operation costs. This fund consists of two budgetary funds (MERC Fund and General Revenue Bond Fund-MERC) that are combined as one Enterprise Fund to be in accordance with accounting principles generally accepted in the United States of America.

Internal Service Fund

Major Funds

Risk Management Fund

This fund accounts for risk management and self-insurance programs performed for other organizational units within Metro. The primary revenue is charges for services to user funds. Primary expenses are insurance premiums, claims costs, and studies related to insurance issues.

METRO
Statement of Net Position
Proprietary Funds
June 30, 2024

	Business-type Activities-Enterprise Funds				Governmental Activities-Internal Service Fund Risk Management
	Solid Waste	Oregon Zoo	MERC	Total	
ASSETS					
Current assets:					
Equity in internal cash and investment pool	\$ 38,193,310	39,312,790	34,130,163	111,636,263	1,643,312
Receivables:					
Trade	6,741,685	2,003,923	3,218,113	11,963,721	-
Other	2,817,181	667,274	5,948,387	9,432,842	-
Interest	214,359	265,839	212,431	692,629	11,772
Grants	-	82,456	41	82,497	-
Public-private partnership receivable	-	2,608,756	1,363,714	3,972,470	-
Inventories	1,178,885	-	-	1,178,885	-
Prepaid items	397,139	91,772	35,505	524,416	1,107,001
Other assets	-	97,998	30,000	127,998	70,000
Total current assets	49,542,559	45,130,808	44,938,354	139,611,721	2,832,085
Noncurrent assets:					
Restricted equity in internal cash and investment pool	-	-	764,176	764,176	-
Public-private partnership receivable	-	18,786,914	12,099,667	30,886,581	-
OPEB asset	299,700	281,022	278,451	859,173	-
Capital assets, net	44,042,088	153,615,757	141,488,315	339,146,160	77,659
Total noncurrent assets	44,341,788	172,683,693	154,630,609	371,656,090	77,659
Total assets	93,884,347	217,814,501	199,568,963	511,267,811	2,909,744
DEFERRED OUTFLOWS OF RESOURCES					
Deferred pension amounts	7,431,459	6,959,778	7,316,939	21,708,176	-
Deferred OPEB amounts	361,846	218,308	199,395	779,549	-
Total deferred outflows of resources	7,793,305	7,178,086	7,516,334	22,487,725	-
LIABILITIES					
Current liabilities:					
Accounts payable	7,617,261	1,270,491	4,299,312	13,187,064	154,987
Accrued salaries and benefits	1,039,269	979,218	1,055,450	3,073,937	21,590
Contracts payable	198,010	-	321,415	519,425	-
Accrued interest payable	8,582	1,515	37,081	47,178	111
Accrued self-insurance claims	-	-	-	-	777,000
Unearned revenue	966,363	705,128	3,666,013	5,337,504	-
Deposits payable	-	83,541	2,696,054	2,779,595	-
Other liabilities	11,009	375	22,808	34,192	-
Leases payable-current	383,854	-	163,095	546,949	-
SBITA payable-current	6,323	15,596	264,900	286,819	44,552
Bonds payable-current	-	-	1,005,000	1,005,000	-
Post-closure costs payable-current	931,526	-	-	931,526	-
Compensated absences-current	944,710	1,125,680	1,052,484	3,122,874	18,638
Total current liabilities	12,106,907	4,181,544	14,583,612	30,872,063	1,016,878

(Continued)

METRO
Statement of Net Position
Proprietary Funds, *continued*
June 30, 2024

	Business-type Activities-Enterprise Funds				Governmental Activities- Internal Service Fund Risk Management
	Solid Waste	Oregon Zoo	MERC	Total	
LIABILITIES, <i>continued</i>					
Noncurrent liabilities:					
Leases payable	\$ 4,396,957	-	8,698,862	13,095,819	-
SBITA payable	13,865	34,200	44,367	92,432	-
Bonds payable (net of unamortized premium or discount)	-	-	38,797	38,797	-
Total OPEB liability	921,088	544,700	495,119	1,960,907	-
Post-closure costs payable	957,609	-	-	957,609	-
Pollution remediation obligation	-	-	95,000	95,000	-
Compensated absences	613,723	474,634	640,288	1,728,645	31,869
Net pension liability	18,545,308	17,368,221	18,259,521	54,173,050	-
Total non-current liabilities	25,448,550	18,421,755	28,271,954	72,142,259	31,869
Total liabilities	37,555,457	22,603,299	42,855,566	103,014,322	1,048,747
DEFERRED INFLOWS OF RESOURCES					
Deferred pension amounts	3,636,154	3,405,364	3,580,120	10,621,638	-
Deferred public-private partnership amounts	-	20,908,738	13,065,892	33,974,630	-
Deferred OPEB amounts	311,666	191,941	176,162	679,769	-
Total deferred inflows of resources	3,947,820	24,506,043	16,822,174	45,276,037	-
NET POSITION					
Net investment in capital assets	39,241,090	153,565,958	131,273,291	324,080,339	33,107
Restricted for:					
Capital projects	-	11,704,120	764,175	12,468,295	-
OPEB asset	299,700	281,022	278,451	859,173	-
Unrestricted	20,633,585	12,332,145	15,091,640	48,057,370	1,827,890
Total net position	\$ 60,174,375	177,883,245	147,407,557	385,465,177	1,860,997
Adjustment to reflect the consolidation of internal service fund activities related to enterprise funds				(4,221,258)	
Net position of business-type activities				\$ 381,243,919	

The notes to the financial statements are an integral part of this statement.

METRO
Statement of Revenues, Expenses and Changes in Net Position
Proprietary Funds
For the fiscal year ended June 30, 2024

	Business-type Activities-Enterprise Funds				Governmental Activities- Internal Service Fund Risk Management
	Solid Waste	Oregon Zoo	MERC	Total	
OPERATING REVENUES					
Charges for services	\$ 114,069,458	28,573,970	58,575,974	201,219,402	167,194
Internal charges for services	-	-	-	-	4,066,898
Total operating revenues	114,069,458	28,573,970	58,575,974	201,219,402	4,234,092
OPERATING EXPENSES					
Payroll and fringe benefits	24,150,022	24,912,294	27,464,463	76,526,779	507,631
Depreciation and amortization	2,306,361	7,578,350	5,226,295	15,111,006	44,377
Administration	16,762,561	8,196,213	10,142,632	35,101,406	-
Facility operations	27,179,740	12,405,365	22,066,589	61,651,694	9,077
Marketing	-	-	5,510,743	5,510,743	-
Food and beverage	-	-	13,953,388	13,953,388	-
Disposal fees	11,319,571	-	-	11,319,571	-
Waste transport	16,521,286	-	-	16,521,286	-
Special waste disposal fees	1,441,399	-	-	1,441,399	-
Landfill post-closure (reduction)	(37,407)	-	-	(37,407)	-
Consulting services	3,772,600	2,170,152	749,029	6,691,781	1,494
Charges for services	760,224	4,930	171,634	936,788	-
Insurance	-	-	-	-	2,959,222
Claims	-	-	-	-	383,878
Actuarial claims (reduction)	-	-	-	-	44,000
Other materials and services	3,930,033	-	-	3,930,033	39,257
Total operating expenses	108,106,390	55,267,304	85,284,773	248,658,467	3,988,936
Operating income (loss)	5,963,068	(26,693,334)	(26,708,799)	(47,439,065)	245,156
NON-OPERATING REVENUES (EXPENSES)					
Investment income	2,058,567	2,105,304	2,421,166	6,585,037	53,211
Grants	2,509,191	636,744	243,896	3,389,831	19,283
Local government shared revenue	-	-	18,943,803	18,943,803	-
Government contributions	-	-	1,119,400	1,119,400	-
Contributions and donations	5,000	4,594,496	56,877	4,656,373	-
Contributions to other governments	-	-	(5,022,939)	(5,022,939)	-
Loss on disposal of capital assets	(69,015)	(242,358)	(60,654)	(372,027)	-
Gain on right to use modification	18,108	-	-	18,108	-
Waste reduction grants	(3,203,222)	-	-	(3,203,222)	-
Interest income (expense)	(99,624)	7,341	(274,608)	(366,891)	(780)
Total non-operating revenues (expenses)	1,219,005	7,101,527	17,426,941	25,747,473	71,714
Income (loss) before transfers and capital contributions	7,182,073	(19,591,807)	(9,281,858)	(21,691,592)	316,870
Capital contributions	-	-	466,490	466,490	-
Transfers in	-	17,000,000	-	17,000,000	-
Transfers out	(534,904)	(502,241)	(527,691)	(1,564,836)	(10,858)
Change in net position	6,647,169	(3,094,048)	(9,343,059)	(5,789,938)	306,012
Total net position - July 1, 2023	53,527,206	180,977,293	156,750,616		1,554,985
Total net position - June 30, 2024	\$ 60,174,375	177,883,245	147,407,557		1,860,997
Adjustment to reflect the consolidation of internal service fund activities related to enterprise funds				176,896	
Change in net position of business-type activities				\$ (5,613,042)	

The notes to the financial statements are an integral part of this statement.

METRO
Statement of Cash Flows
Proprietary Funds
For the fiscal year ended June 30, 2024

	Business-type Activities- Enterprise Funds				Governmental Activities- Internal Service Fund
	Solid Waste	Oregon Zoo	MERC	Total	Risk Management
Cash flows from operating activities:					
Receipts from customers	\$ 114,251,641	27,039,810	61,314,525	202,605,976	167,194
Receipts from interfund services provided	-	-	-	-	4,066,898
Payments to suppliers for goods and services	(69,320,107)	(16,243,586)	(46,739,653)	(132,303,346)	(3,195,505)
Payments for claims	-	-	-	-	(383,878)
Payments to employees for services	(25,390,082)	(24,668,977)	(26,449,645)	(76,508,704)	(486,826)
Payments for interfund services used	(16,762,561)	(8,196,213)	(10,142,633)	(35,101,407)	-
Net cash provided by (used in) operating activities	2,778,891	(22,068,966)	(22,017,406)	(41,307,481)	167,883
Cash flows from noncapital financing activities:					
Grants received	2,509,191	716,679	243,855	3,469,725	183,488
Local government shared revenues	-	-	19,148,649	19,148,649	-
Government contributions	-	-	1,119,400	1,119,400	-
Contributions and donations	5,000	4,594,496	56,877	4,656,373	-
Contributions to other governments	-	-	(5,022,939)	(5,022,939)	-
Grants to others	(3,203,222)	-	-	(3,203,222)	-
Principal collected (paid) on interfund loans	513,839	(513,839)	-	-	-
Interest collected (paid) on interfund loans	(8,856)	8,856	-	-	-
Transfers from other funds	-	17,000,000	-	17,000,000	-
Transfers to other funds	(534,904)	(502,241)	(527,691)	(1,564,836)	(10,858)
Net cash provided by (used in) noncapital financing activities	(718,952)	21,303,951	15,018,151	35,603,150	172,630
Cash flows from capital and related financing activities:					
Capital grants and contributions	-	-	466,490	466,490	-
Principal payment on bonds	-	-	(965,000)	(965,000)	-
Principal payment on leases	(409,118)	-	(174,683)	(583,801)	-
Principal payment on SBITA	(5,940)	(14,652)	(258,661)	(279,253)	(44,109)
Interest payments	(101,073)	(1,960)	(363,671)	(466,704)	(891)
Acquisition and construction of capital assets	(8,771,215)	(652,455)	(2,163,153)	(11,586,823)	-
Net cash used in capital and related financing activities	(9,287,346)	(669,067)	(3,458,678)	(13,415,091)	(45,000)
Cash flows from investing activities:					
Investment income	2,013,749	2,000,922	2,376,077	6,390,748	47,763
Net cash provided by investing activities	2,013,749	2,000,922	2,376,077	6,390,748	47,763
Net increase (decrease) in cash including restricted amounts	(5,213,658)	566,840	(8,081,856)	(12,728,674)	343,276
Cash at beginning of year including restricted amounts	43,406,968	38,745,950	42,976,195	125,129,113	1,300,036
Cash at end of year including restricted amounts	\$ 38,193,310	39,312,790	34,894,339	112,400,439	1,643,312

(Continued)

METRO
Statement of Cash Flows
Proprietary Funds, *continued*
For the fiscal year ended June 30, 2024

	Business-type Activities- Enterprise Funds				Governmental Activities- Internal Service Fund
	Solid Waste	Oregon Zoo	MERC	Total	Risk Management
Equity in internal cash and investment pool	\$ 38,193,310	39,312,790	34,130,163	111,636,263	1,643,312
Restricted equity in internal cash and investment pool	-	-	764,176	764,176	-
Total	\$ 38,193,310	39,312,790	34,894,339	112,400,439	1,643,312
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities:					
Operating income (loss)	\$ 5,963,068	(26,693,334)	(26,708,799)	(47,439,065)	245,156
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:					
Depreciation and amortization	2,306,361	7,578,350	5,226,295	15,111,006	44,377
Change in assets and liabilities:					
Trade/other accounts receivable	182,185	(1,534,158)	2,738,552	1,386,579	-
Public-private partnership	-	(277,821)	(237,336)	(515,157)	-
Inventories	(646,973)	-	-	(646,973)	-
Prepaid items	(319,468)	(83,847)	(1,647)	(404,962)	-
Other assets	-	(45,988)	(30,000)	(75,988)	(302,273)
Accounts payable	(24,667)	(569,805)	(1,592,705)	(2,187,177)	115,817
Accrued salaries, benefits and compensated absences	(1,240,075)	243,307	1,014,808	18,040	20,806
Contracts payable	19,847	(145,190)	192,793	67,450	-
Accrued self-insurance claims	-	-	-	-	44,000
Unearned revenue	(2,509,191)	23,296	(2,458,927)	(4,944,822)	-
Deposits payable	(19,101)	(1,335)	(171,767)	(192,203)	-
Other liabilities	10,466	(562,441)	11,327	(540,648)	-
Post-closure costs payable	(943,561)	-	-	(943,561)	-
Total adjustments	(3,184,177)	4,624,368	4,691,393	6,131,584	(77,273)
Net cash provided by (used in) operating activities	\$ 2,778,891	(22,068,966)	(22,017,406)	(41,307,481)	167,883
Noncash investing, capital, and financing activities:					
Acquisition of capital assets by means of a lease	\$ -	-	204,419	204,419	-
Acquisition of capital assets by means of a SBITA	-	-	39,802	39,802	-
Non-cash portion of capital acquisitions	-	(82,817)	190,310	107,493	-

The notes to the financial statements are an integral part of this statement.

A large, solid dark blue hexagon is centered on the page. Inside the hexagon, the text "Notes to the Financial Statements" is written in a white, bold, sans-serif font, centered both horizontally and vertically.

Notes to the Financial Statements

I. HISTORICAL INTRODUCTION

Metro, the nation's only directly elected regional government, was organized under the provisions of Oregon Revised Statutes (ORS) Chapter 268 to make available, in the Portland, Oregon metropolitan area, public services not adequately available through previously authorized governmental agencies. Under the 1992 Metro Charter, Metro's primary function is regional planning services. Metro is also authorized to exercise the following functions and is permitted by Charter to assume additional functions if approved by ordinance:

- Acquisition, development, maintenance and operation of:
 - a metropolitan zoo,
 - public cultural, trade, convention, exhibition, sports, entertainment, and spectator facilities,
 - facilities for disposal of solid and liquid wastes, and
 - a system of parks, open spaces and recreational facilities of metropolitan concern
- Metropolitan aspects of natural disaster planning and response coordination
- Development and marketing of data
- Performance of any other function required by state law or assigned to Metro by voters

The Metro Council is the governing body and consists of six part-time councilors, each elected on a nonpartisan basis from a single district within the Metro area. The Council President, who both administers the agency and presides over the policy-making of the Council, is elected from the Metro area at large. A Chief Operating Officer, appointed by the Council President and confirmed by the Council, is responsible for the day-to-day administration of Metro, under the guidance of the Council President and the full Council. The Metro Auditor is elected at large, and that office performs financial and performance audits and makes reports to the Council and Chief Operating Officer.

The Metropolitan Exposition-Recreation Commission (MERC) was established by Metro ordinance to operate, maintain and renovate metropolitan convention, trade and spectator facilities pursuant to appropriate state statutes. The Commission consists of seven members, five recommended to the Council by local governments and two directly appointed by the Council President, and all confirmed by the Council. MERC is not legally separate from Metro.

II. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of Metro have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.

The following summary of Metro's significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be viewed as an integral part of the accompanying financial statements.

A. THE REPORTING ENTITY

1. Primary Government

Metro is a municipal corporation governed by a Council President and six Councilors. As required by GAAP, Metro's financial statements present Metro (the primary government) and its component unit – the Oregon Zoo Foundation (OZF), a legally separate non-profit organization whose sole purpose is to provide support and

significant additional funding for Metro's Oregon Zoo (the Zoo). This discretely presented component unit is reported in a separate column in the government-wide financial statements to emphasize that it is legally separate from Metro. For materiality reasons, disclosures accompanying Metro's financial statements have generally been limited to those of the primary government.

2. Discretely Presented Component Unit

OZF - The legally separate OZF exists exclusively for the support and benefit of the Zoo. It is a public benefit corporation organized and operated under Section 501(c)(3) of the Internal Revenue Code. The OZF conducts fundraising efforts on behalf of the Zoo, receiving donations from both individuals and corporations that are provided as financial support to the Zoo. The OZF is included in Metro's report under provisions of GASB Statement No. 39. Complete financial statements for OZF can be obtained from the Finance Manager at 4001 SW Canyon Road, Portland, OR 97221-2799.

B. BASIC FINANCIAL STATEMENTS

1. Government-wide financial statements (the statement of net position and the statement of activities) report information on all of the activities of the primary government and its component unit. For the most part, the effect of interfund activity has been eliminated from these statements. *Governmental activities*, which normally are supported by taxes, intergovernmental revenues, and other nonexchange transactions, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support. The primary government is reported separately from its legally separate component unit.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment, 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment and 3) capital grants and contributions. Taxes and other items not properly included among program revenues are reported instead as *general revenues*, as are internally dedicated resources.

2. Fund financial statements are presented for governmental funds and proprietary funds. Major individual governmental funds and major individual enterprise funds are reported in separate columns in the fund financial statements.

C. MEASUREMENT FOCUS, BASIS OF ACCOUNTING, AND FINANCIAL STATEMENT PRESENTATION

The government-wide financial statements are reported using an *economic resources measurement focus* and the *accrual basis of accounting*, as are the proprietary fund financial statements. All transactions affecting increases (revenues) and decreases (expenses) in total net position during the period are reported. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of the timing of the related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants are recognized as revenue when all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using a *current financial resources measurement focus* and the *modified accrual basis of accounting*. Governmental funds' operating statements present increases (revenues and other financing sources) and decreases (expenditures and other financing uses) of net current position during a period. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they are both "measurable and available"). "Measurable" means the amount

of the transaction can be determined and “available” means collectible within the current period or soon enough thereafter to pay liabilities of the current period. Metro considers revenue arising from federal and state grants to be available in the period when the underlying related expenditures for reimbursement based grants have been incurred, if it is known that all eligibility requirements that allow for billing of the amount to the grantor agency under the applicable grant agreement have been satisfied. All other revenue is considered available if received within 60 days of fiscal year-end. Expenditures are recorded when the related fund liability is incurred, except for unmatured principal and interest on long-term debt, including lease liabilities, that are recorded when due and certain compensated absences which are recognized when the obligations are expected to be liquidated with expendable available financial resources. General capital asset acquisitions, including intangible right-to-use lease assets and subscription-based information technology arrangement assets, are reported as expenditures in governmental funds. Issuance of long-term debt and financing through leases are reported as other financing sources.

Property taxes, income taxes, excise taxes, construction excise tax, cemetery revenue surcharges, grants, local government shared revenues, government contributions, charges for services, and investment income are susceptible to accrual. Contributions, donations and other receipts become measurable and available when cash is received and are recognized as revenue at that time.

The accounts of Metro are organized on the basis of funds, each of which is a separate accounting entity with self-balancing accounts that comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, fund balance, revenues, and expenditures or expenses, as appropriate. The segregation by fund is for the purpose of carrying on specific activities or attaining certain objectives in accordance with ordinances, special regulations, restrictions or limitations. The various funds are grouped by fund type and classified into two broad fund categories: governmental and proprietary.

Major funds are those whose revenues, expenditures/expenses, assets plus deferred outflows of resources, or liabilities plus deferred inflows of resources (excluding extraordinary items) are at least 10 percent of corresponding totals for all governmental or enterprise funds and at least 5 percent of the aggregate amount for all governmental and enterprise funds for the same item. Additional funds may be reported as a major fund if Metro’s officials believe that fund is particularly important to financial statement users. Metro reports the following major governmental funds:

General Fund – This fund accounts for all activities not required to be accounted for in another fund: Metro’s primary governmental programs and support services including Council, Office of the Auditor, Office of Metro Attorney, Information Technology and Records Management, Communications, Finance and Regulatory Services, Diversity, Equity, and Inclusion, Human Resources, Capital Asset Management (construction project management and Metro Regional Center building operations components), Planning, Development, and Research (land use, urban growth management, and environmental and transportation planning), Housing, and special non-departmental appropriations. The budgetary General Fund is combined with two other budgetary funds, the General Revenue Bond Fund – General and the General Asset Management Fund, to become one fund in accordance with accounting principles generally accepted in the United States of America.

Special Revenue Funds – Special revenue funds account for revenues (other than fiduciary resources or major capital projects) that are legally restricted to expenditures for specific purposes. Metro’s major special revenue funds are:

Parks and Nature Operating Fund– This fund accounts for a dedicated local option levy and other funding that is used to improve water quality and restore wildlife habitat, wetlands, and floodplains in the region, as well as needed upkeep to parks, nature education and community partnerships throughout the region.

Affordable Housing Fund— This fund was established to account for bond proceeds and expenditures related to the 2018 Affordable Housing Measure. Metro sold \$652.8 million in taxable bonds in May 2019 to fund affordable housing for low-income families, seniors, veterans and people with disabilities in the greater Portland region.

Supportive Housing Services Fund— This fund was established to account for income tax proceeds and expenditures related to the 2020 Supportive Housing Services Measure. Specifically, funds will provide funding for housing assistance and wraparound services.

Debt Service Fund – The *General Obligation Bond Debt Service Fund* accounts for payments of general obligation bond principal and interest to bondholders.

Capital Projects Funds - This fund type is used to account for resources to be used for the acquisition or construction of major capital facilities (other than those financed by proprietary funds). Metro's major capital projects funds are:

Natural Areas Fund – This fund accounts for activities to acquire and preserve natural areas and stream frontages, maintain and improve water quality, and protect fish and wildlife habitat.

Parks and Nature Bond Fund – This fund accounts for activities to protect natural areas, water quality, and fish and wildlife habitat and connecting people to nature.

Metro reports the following major proprietary funds:

Enterprise Funds - These funds account for the financing of predominantly self-supporting activities that are funded through service charges and user fees to customers. Metro's enterprise funds are:

Solid Waste Fund - This fund accounts for revenues, primarily from charges for services for the disposal of solid waste, and expenses for the implementation, administration and enforcement of Metro's Solid Waste Management Plan. This fund also accounts for Metro South Station and Metro Central Station solid waste transfer and recycling facilities, and the closed St. Johns Landfill.

Oregon Zoo Fund - This fund accounts for revenues and expenses related to the management and operation of the Oregon Zoo. The principal sources of revenue are charges for services such as admission and membership fees, and food, beverage and gift sales. Expenses consist primarily of facility operation costs and payroll. This fund consists of two budgetary funds (Oregon Zoo Operating Fund and Oregon Zoo Asset Management Fund) that are combined as one Enterprise Fund to be in accordance with accounting principles generally accepted in the United States of America.

MERC Fund - This fund accounts for revenues and expenses related to the management and operation of facilities managed by MERC, including the Metro-owned Oregon Convention Center (OCC) and the Portland Expo Center (Expo). In addition, under the provisions of an intergovernmental agreement with the City of Portland, MERC is responsible for the operation and management of the City-owned Portland's 5 Centers for the Arts (Portland's 5). This fund consists of two budgetary funds (MERC Fund and General Revenue Bond Fund-MERC) that are combined as one Enterprise Fund to be in accordance with accounting principles generally accepted in the United States of America.

Internal Service Fund - Internal service funds are used to account for activities or services furnished by designated departments to other organizational units. Charges are made to the user departments to support these activities. Metro's internal service fund is:

Risk Management Fund - This fund accounts for risk management and self-insurance programs performed for other organizational units within Metro.

Metro also reports *nonmajor* funds of the following fund types:

Special Revenue Funds

Permanent Fund - This fund type is used to account for resources that are legally restricted to the extent that only earnings, and not principal, may be used for purposes that support the reporting government's programs.

Generally, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions are direct charges for services between various funds that represent services provided and used. Elimination of these charges would distort the measurement of the cost of individual functional activities. Certain indirect costs for central administration and support have been included as part of program expenses reported for the various functions in the government-wide financial statements.

Proprietary funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Solid Waste Fund, Oregon Zoo Fund, MERC Fund, and of the internal service fund are charges to customers for sales and services. Operating expenses for enterprise funds and the internal service fund include the cost of sales and services, administrative expenses, and depreciation and amortization on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

D. ASSETS, LIABILITIES, DEFERRED OUTFLOWS/INFLOWS OF RESOURCES, AND NET POSITION/FUND BALANCES

1. Cash and Investments

Metro maintains a cash and investment pool that is available for use by all funds for investment purposes, excluding the component unit. Interest earned on pooled investments is allocated monthly based upon each fund's average monthly cash balance. Investments are presented at fair value within the fair value hierarchy established by GAAP. Fair value is determined annually as of June 30.

For purposes of the statement of cash flows, cash is considered to be cash on hand, demand deposits, cash in restricted accounts and equity in the internal cash and investment pool. All pooled investment purchases and maturities are part of Metro's cash management activity and are considered cash and cash equivalents.

As authorized by State statutes, policies recommended by Metro's Investment Advisory Board and adopted by the Metro Council authorize Metro to invest in obligations of U.S. government agencies, U.S. Government Sponsored Enterprises (USGSE), the U.S. Treasury, certificates of deposit, repurchase agreements, money market investments, bankers' acceptances, commercial paper, certain corporate promissory notes, State of Oregon and local government securities, debt obligations of the states of California, Idaho and Washington and their political subdivisions, and the State Treasurer's Local Government Investment Pool (LGIP).

2. Receivables and Payables

Activity between funds that are representative of lending/borrowing arrangements outstanding at fiscal year-end are referred to as "due to/from other funds" (short-term) and "advances to/from other funds" (long-term) in the fund financial statements. The residual balances outstanding between governmental activities and business-type activities, along with the other interfund balances described above, are reported in the government-wide financial statements as "internal balances."

Uncollected property taxes receivable collected and remitted to Metro by county treasurers within approximately 60 days of fiscal year end are recognized as revenue. The remaining balance is recorded as unavailable revenue because it is not deemed available to finance operations of the current period. Under state law, county

governments are responsible for extending authorized property tax levies, computing tax rates, billing and collecting all property taxes, and making periodic remittances of collections to entities levying taxes. Property taxes are assessed and become a lien against the property as of July 1 each year. Since property taxes may be collected by foreclosure, no allowance for doubtful accounts is deemed necessary. Property taxes are levied on November 15 and are payable in three installments that are due on November 15, February 15 and May 15. Taxes unpaid and outstanding after May 16 are considered delinquent.

Income tax receivable is considered measurable once received by the tax collector. Estimated payments received prior to the due date are recorded as revenue.

Other receivable consists primarily of contracts receivable, lodging tax receivable, and other miscellaneous receivable. The underlying revenue is recorded when earned and included in other receivable until collected.

Receivables are stated net of an allowance for uncollectibles when required.

Metro allocates indirect costs, primarily of an administrative nature, to grants in compliance with cost allocation plans that are subject to the approval of Metro's oversight agency. The plan in effect for fiscal year 2024 allocated indirect costs to grants at a rate of approximately 26.0 percent of the related direct personnel costs.

3. Public-Private Partnership (PPP) Receivable

PPP receivables and deferred inflows of resources are reported in the government-wide and proprietary fund financial statements. At the commencement of a PPP contract, the receivable is initially measured at the present value of payments expected to be received during the contract term. Subsequently, the PPP receivable is reduced by the principal portion of payments received. The deferred inflow of resources is initially measured as the initial amount of the PPP receivable, adjusted for payments received at or before the contract commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the contract term.

Metro uses its estimated incremental borrowing rate as the discount rate for PPPs where Metro is the transferor. The contract term includes the noncancellable period of the PPP. Receipts included in the measurement of the PPP receivable are composed of fixed payments to be received from the operator over the term of the contract.

4. Advances

Payments made to other jurisdictions or grantees in advance of spending on eligible activity are recorded as advances. Expenses and expenditures are recognized once funds are expended on the eligible purpose.

5. Inventories and Prepaid Items

Inventories are valued at lower of cost or market and are charged as expenses when consumed. The method used to determine the cost of inventories is first-in, first-out method. Payments to vendors for services that will benefit future periods are recorded as prepaid items using the consumption method.

6. Animal Collections

In accordance with industry practice, animal collections of the Zoo are recorded at the nominal amount of \$1, as there is no objective basis for establishing value. Differences in attributes such as species, age, sex, endangered status, and breeding potential make it impracticable to assign value. Acquisitions are recorded as expenses of the operating activity.

7. Transit-Oriented Development (TOD) Program Easements

Metro purchases easements on various TOD projects from developers. These easements contain property use conditions for periods of up to 30 years to accomplish the goals of the TOD program. Metro does not consider the substance of such easements as assets, but rather project funding and amounts paid are reflected as a period cost. This policy is based on the concept that assets are resources that Metro controls and that have a

present capacity to provide services, directly or indirectly. TOD easements, while a contractual or property right controlled by Metro, are entered into for the purposes of developing properties that increase transit ridership. The transit system is a service function of a wholly separate government entity. In the broadest sense, success of the program through TOD easements can enable the region and its individual government entities to maximize future resources. As such, there is no increase in Metro's present capacity to provide service and TOD easements are effectively contributions to the programs and service capacity of other governments.

8. Restricted Assets

Resources for future payment of bonds and certain long-term liabilities or activities have been classified as restricted assets on the statement of net position because their use is limited by certain applicable agreements or state laws. Assets of the Parks and Nature Operating Fund are restricted by Measure 26-225, a voter-approved five-year local option property tax levy. Assets of the Debt Service, Natural Areas, Affordable Housing, and Parks and Nature Funds are restricted by state law controlling the use of bond proceeds. Assets of the Smith and Bybee Wetlands Fund, and portions of the General Fund related to the TOD program and Willamette Falls Legacy project are restricted by contractual agreements with third parties. Assets of the Community Enhancement, Construction Excise Tax, Supportive Housing Services, and the Cemetery Perpetual Care Funds are restricted by state law and/or Metro Code.

9. Capital Assets

Capital assets, which include land, intangible easements, artwork, construction in progress, buildings and exhibits, improvements, equipment and vehicles, lease assets, subscription-based information technology arrangements, intangible software, office furniture and equipment, and railroad equipment and facilities, are reported in the applicable governmental or business-type activities column in the government-wide financial statements. Capital assets are defined as assets with an initial cost of \$50,000 or more, and an estimated useful life in excess of one year. Capital assets are recorded at cost (except for lease assets and subscription-based information technology arrangements assets, the measurement of which is discussed in notes 12 and 13 below), and donated capital assets are stated at acquisition value when received, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. Normal maintenance and repairs are charged to operations as incurred. Replacements exceeding \$50,000 that improve or extend the lives of property are capitalized.

Capital assets are recorded as capital outlay expenditures in the governmental funds statements when purchased. Capital assets in the enterprise and internal service funds are capitalized when purchased. Interest expense incurred before the end of a construction period is recognized as an expense in the period in which the cost is incurred and is not capitalized as part of the asset's historical cost.

Depreciation/amortization is computed using the straight-line method over the following estimated useful lives:

Asset	Years
Buildings and exhibits	20-50
Improvements	10-65
Equipment and vehicles	8-20
Intangible-software	5-20
Office furniture and equipment	5-20
Railroad equipment and facilities	10
Lease assets	1-60
SBITA assets	1-5

Pursuant to an intergovernmental agreement with the City of Portland, Metro (through MERC) operates and manages activities for Portland's, but capital assets purchased from funds derived from these operations become property of the City. As such, these expenses are reflected as contributions to other governments and are not capitalized.

10. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position reports a separate section for *deferred outflows of resources*, which represents a consumption of net assets that applies to future periods and will *not* be recognized as an outflow of resources (expense/expenditure) until that time. Metro reports two items in the government-wide statement of net position: deferred pension amounts and deferred OPEB amounts. Deferred pension and OPEB amounts are contributions to the pension plan subsequent to the measurement date of the plan for reporting purposes and are recognized as outflows of resources in the following fiscal year.

In addition to liabilities, the statement of net position reports a separate section for *deferred inflows of resources*, which represents an acquisition of net assets that applies to future periods and will *not* be recognized as an inflow of resources (revenue) until that time. The government-wide statement of net position reports deferred pension and OPEB amounts which represent the net difference between projected and actual earnings on pension plan investments and the changes in proportionate share of contributions. The government-wide statement of net position also reports deferred lease amounts and deferred public-private partnership amounts which represents the net present value of future receipts. In addition, the government-wide statement of net position also reports a deferred charge on refunding which results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt. Metro also has *unavailable revenue*, which arises only under a modified accrual basis of accounting and so is reported only in the governmental funds balance sheet. The governmental funds report unavailable revenues from three sources: deferred leases, property taxes and other. All deferred inflows are recognized as inflows of resources in the period that the amounts become available.

11. Pension Plan

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, pension expense, information about the fiduciary net position of the Oregon Public Employees Retirement System (PERS) and additions to/deductions from PERS fiduciary net position have been determined on the same accrual basis as they are reported by PERS. For this purpose, revenues are recognized when earned. Contributions are recognized when due, pursuant to formal commitments, as well as statutory and PERS Board requirements. Expenses are recognized when incurred. Benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Withdrawals are recognized in the month they are due and payable. Investments are reported at fair value.

12. Leases

Lessee Arrangements: Lease liabilities and intangible right-to-use lease assets (lease assets) are reported in the government-wide and proprietary fund financial statements. Metro recognizes lease liabilities with an initial, individual value of \$50,000 or more. At the commencement of the lease, lease liabilities are measured at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

The interest rate charged by the lessor is used as the discount rate. When the interest rate charged by the lessor is not provided, Metro's estimated incremental borrowing rate is used. The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that is reasonably certain to be exercised.

Lease assets are reported with capital assets and leases payables are reported as liabilities on the statement of net position.

Lessor Arrangements: Lease receivables and deferred inflows of resources are reported in the government-wide and fund financial statements. At the commencement of a lease, the lease receivable is initially measured at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Metro uses its estimated incremental borrowing rate as the discount rate for leases where Metro serves as the lessor. The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable are composed of fixed payments to be received from the lessee over the term of the lease.

13. Subscription-Based Information Technology Arrangements (SBITA)

SBITA liabilities and intangible right-to-use SBITA assets are reported in the government-wide and proprietary fund financial statements. Metro recognizes SBITA liabilities with an initial, individual value of \$50,000 or more. At the commencement of the agreement, SBITA liabilities are measured at the present value of payments expected to be made during the contract term. Subsequently, the SBITA liability is reduced by the principal portion of payments made. The SBITA asset is initially measured as the initial amount of the SBITA liability, adjusted for payments made at or before the contract commencement date, plus certain initial direct costs. Subsequently, the SBITA asset is amortized on a straight-line basis over its useful life.

The interest rate charged by the SBITA vendor is used as the discount rate. When the interest rate charged by the vendor is not provided, Metro's estimated incremental borrowing rate is used. The SBITA term includes the noncancellable period of the agreement. SBITA payments included in the measurement of the liability are composed of fixed or fixed in substance payments.

SBITA assets are reported with capital assets and SBITA payables are reported as liabilities on the statement of net position.

14. Long-term Obligations

In the government-wide financial statements, and in proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net position. Bond premiums, discounts, and deferred charge on refunding amounts are amortized over the life of the bonds using the straight-line method. Bonds payable are reported on the statement of net position net of the unamortized portion of premiums or discounts.

For governmental fund types in the fund financial statements, bond premiums, discounts and issuance costs are recognized in the period incurred. The face amount of debt issued plus any premium received on issuance is reported as other financing sources. Discounts on issuance are reported as other financing uses. Issuance costs are reported as expenditures.

15. Liability for Compensated Absences

Accumulated unpaid vacation benefits are accrued as earned in government-wide and proprietary fund financial statements. Accumulated unpaid vacation benefits are recorded as liabilities in the governmental fund types only if they have matured as the result of employee resignations or retirements. Calculated amounts of vacation leave payable include salary-related payments associated with the leave, such as Metro's share of Social Security and Medicare taxes. The amount due within one year is estimated on a historical average of leave taken during a fiscal year. Accumulated sick leave does not vest and is, therefore, recorded in all funds when leave is taken.

16. Fund Balances and Net Position

Fund balance is classified in the governmental fund financial statements in five components to give users information necessary to understand any constraints imposed upon the resources and how those constraints may be modified or eliminated. Fund balance is classified as *nonspendable* when amounts cannot be spent because they are either in nonspendable form, such as prepaid expenditures, advances, long-term receivables, or inventory, or are legally required to remain intact, such as the corpus of a permanent fund. Amounts classified as *restricted* fund balance are amounts with constraints imposed externally by creditors, grantors, contributors, or the laws and regulations of other governments, or imposed by law through constitutional provisions or enabling legislation. The Metro Council is the highest level of decision-making authority for Metro that can, by adopting an ordinance or resolution, place constraints on resources that are reported as *committed* fund balance. These commitments can be modified or rescinded only by Council adoption of subsequent ordinance or resolution. *Assigned* fund balances are amounts intended to be used for specific purposes but do not meet the criteria to be classified as committed. Metro Council has, by resolution, authorized the Chief Operating Officer to assign fund balance. Metro's assigned fund balance category also reflects the appropriation of a portion of existing fund balance to eliminate a projected deficit in the subsequent year's adopted budget, as well as the encumbered amounts that represent commitments of resources. *Unassigned* fund balance is available for other uses and only the general fund may report a positive unassigned fund balance amount. It is Metro's policy to use restricted resources first, then unrestricted resources as needed when both restricted and unrestricted resources are available for use. Within unrestricted amounts, committed amounts are considered to have been spent first, followed by assigned amounts, and then unassigned amounts when an expenditure is incurred for purposes for which amounts in any of those unrestricted fund balance classifications could be used.

In the government-wide statement of net position and the statement of net position for proprietary funds, limitations on how the net position may be used are reported as restrictions. Restrictions may be placed by an external party providing the resources, by enabling legislation, or by the nature of the asset.

The government-wide statement of net position includes the result of Metro financing capital assets for the business-type activities through the issuance of general obligation bonds, a governmental activities function. The amount of long-term debt outstanding on the bonds is reflected as a liability (and as a component of unrestricted net position) in the governmental activities column, whereas the associated capital assets financed by this debt are reflected as assets (and as a component of net investment in capital assets) in the business-type activities column. The primary government total column has been adjusted to match the debt against the assets in the net investment in capital assets category.

E. ADOPTION OF NEW GASB PRONOUNCEMENTS

During the fiscal year ended June 30, 2024, no new GASB statements were required to be implemented by Metro.

F. FUTURE ADOPTION OF GASB PRONOUNCEMENTS

Metro will implement future GASB pronouncements no later than the required effective date. Metro is currently evaluating the applicability of the following GASB pronouncements for their impact on Metro's financial statements in subsequent years:

- GASB Statement No. 101, *Compensated Absences*, effective for reporting periods beginning after December 15, 2023.
- GASB Statement No. 102, *Certain Risk Disclosures*, effective for reporting periods beginning after June 15, 2024.

- GASB Statement No. 103, *Financial Reporting Model Improvements*, effective for reporting periods beginning after June 15, 2025.
- GASB Statement No. 104, *Disclosure of Certain Capital Assets*, effective for reporting periods beginning after June 15, 2025.

III. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

Explanation of Certain Differences Between the Governmental Fund Balance Sheet and the Government-Wide Statement of Net Position

The governmental fund balance sheet includes a reconciliation between fund balance-total governmental funds and net position-governmental activities as reported in the government-wide statement of net position. Elements of that reconciliation explain that capital assets, net pension liability and related amounts, and long-term liabilities/deferred outflows are either not reported or are reported as unavailable in the funds. The details of these differences are:

	Capital assets	Net pension and OPEB liability and related amounts	Long-term liabilities/deferred inflows
Capital assets	\$ 476,451,757	-	-
Accumulated depreciation and amortization	(47,558,016)	-	-
Deferred pension amounts (deferred outflows)	-	23,302,979	-
Net pension liability	-	(58,152,903)	-
Deferred pension amounts (deferred inflows)	-	(11,401,964)	-
Net OPEB asset	-	873,029	-
Deferred OPEB amounts (deferred outflows)	-	548,258	-
Total OPEB liability	-	(1,349,583)	-
Deferred OPEB amounts (deferred inflows)	-	(488,563)	-
Accrued interest payable	-	-	(2,197,759)
Arbitrage payable	-	-	(1,050,684)
Leases payable	-	-	(260,861)
SBITA payable	-	-	(2,233,438)
Bonds payable (net of unamortized premium/discount)	-	-	(839,687,760)
Pollution remediation obligation	-	-	(8,607,624)
Compensated absences	-	-	(5,924,165)
Deferred charge on refunding (deferred inflows)	-	-	(1,951,780)
Net adjustment to fund balance-total governmental funds to arrive at net position-governmental activities	\$ 428,893,741	(46,668,747)	(861,914,071)

IV. DETAILED NOTES ON ALL FUNDS CASH AND INVESTMENTS

A. CASH AND INVESTMENTS

Metro pools virtually all funds for investment purposes. Each fund's portion of this pool is reported as "equity in internal cash and investment pool."

Policies adopted by Metro's Investment Advisory Board and the Metro Council authorize Metro to invest in obligations of U.S. government agencies, U.S. Government Sponsored Enterprises (USGSE), the U.S. Treasury, certificates of deposit, repurchase agreements, money market investments, bankers' acceptances, commercial paper, certain corporate promissory notes, State of Oregon and local government securities, debt obligations of the states of California, Idaho and Washington and their political subdivisions, and the State Treasurer's local government investment pool (LGIP). The LGIP is an external investment pool that is not rated by any national rating agency. LGIP investments are reported at fair value and are materially the same as the value of the pool

shares. The State Treasurer's investment policies are governed by Oregon Revised Statutes and the Oregon Short Term Fund Board (OSTFB).

Fair Value Measurements- Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Observable inputs are developed based on market data obtained from sources independent of the reporting entity. Unobservable inputs are developed based on the best information available about the assumptions market participants would use in pricing the asset. The classification of securities within the fair value hierarchy is based upon the activity level in the market for the security type and the inputs used to determine their value, as follows:

Level 1- Unadjusted quoted prices for identical instruments in active markets.

Level 2- Quoted prices for similar instruments in active markets; quoted prices for identical or similar investments in markets that are not active.

Level 3- Valuations derived from valuation techniques in which significant inputs are unobservable.

Equity in internal cash and investment pool on the Statement of Net Position includes the internal pool reported below. The OZF component unit does not participate in the internal investment pool of Metro. As of June 30, 2024, Metro had the following investments and maturities presented at fair value within the fair value hierarchy established by GAAP:

Investment Type	Standard & Poor's Ratings	Held by		Fair Value		Investment Maturities (in months)		
		Individual funds	Internal pool	Level 1	Level 2	Less than 3	3-17	18-62
U.S. Treasuries	AA+	\$ 347,093,970	92,059,459	439,153,429	-	66,392,825	261,631,716	111,128,888
U.S. Government securities - USGSE	AA+	78,051,694	112,518,816	-	190,570,510	61,229,887	59,519,694	69,820,929
Corporate Debt								
	AA	-	5,960,736	-	5,960,736	-	3,479,311	2,481,425
	AA+	-	3,881,327	-	3,881,327	-	507,611	3,373,716
	AA-	-	3,831,560	-	3,831,560	-	1,886,500	1,945,060
	A	-	17,842,665	-	17,842,665	-	3,448,410	14,394,255
	A-	-	8,102,709	-	8,102,709	-	2,784,684	5,318,025
	A+	-	21,107,250	-	21,107,250	-	5,597,298	15,509,952
Municipal Bonds								
	AA	-	3,567,482	-	3,567,482	-	529,821	3,037,661
	AA+	-	4,248,426	-	4,248,426	-	289,479	3,958,947
	AAA	-	12,418,362	-	12,418,362	-	2,337,053	10,081,309
	AA-	-	2,905,395	-	2,905,395	-	727,875	2,177,520
	Unrated	-	2,068,985	-	2,068,985	631,520	1,437,465	-
Sub-total		425,145,664	290,513,172	439,153,429	276,505,407	128,254,232	344,176,917	243,227,687
State Treasurer's investment pool		-	25,717,290					
Total Investment		425,145,664	316,230,462					
Cash deposits		-	12,407,573					
Total cash and investments		\$ 425,145,664	328,638,035					
Per statement of net position:								
Unrestricted		\$ -	175,053,554					
Restricted		425,145,664	153,584,481					
Total		\$ 425,145,664	328,638,035					

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

Interest Rate Risk - As a means of limiting its exposure to fair value losses resulting from rising interest rates, Metro's investment policy allows only the purchase of investments that are intended to be held to maturity. However, securities may be sold prior to maturity in order to improve the quality, net yield, or maturity characteristics of the portfolio. The structure of the investment portfolio aims to fund cash needs of ongoing operations, thereby avoiding the need to sell securities. Metro uses a laddered or constant stream of maturing securities in constructing the portfolio to ensure ample liquidity to support business operations without the need to sell securities. Investments cannot be made predicated upon selling the security prior to maturity. Metro avoids purchasing callable investments unless liquidity needs can be met without relying on the call being exercised.

Oregon Revised Statutes require investments to not exceed a maturity of 18 months, except when the local government has adopted an investment policy that was submitted to and reviewed by the OSTFB. Metro's investment policy has been reviewed by the OSTFB. Metro limits investment maturities as follows:

<u>Maturity</u>	<u>Minimum to mature</u>
Under 3 months	10 percent minimum
Under 18 months	25 percent minimum
Under 63 months	100 percent minimum

Credit Risk - Metro's investment policy seeks to minimize credit risk by (1) limiting exposure to poor credits and concentrating investments in the safest types of securities, (2) diversification, (3) pre-qualification of the financial institutions, broker/dealers, and advisers with which Metro will do business, and (4) active monitoring of the portfolio. Neither Oregon Revised Statutes nor Metro investment policy limits investments as to credit rating for securities purchased from U.S. Government Agencies or from USGSE. Other allowed investments, by Metro policy, must have a minimum rating as follows: bankers acceptances, A-1; corporate notes, AA-, or A- if an Oregon based entity; commercial paper, A-1, or A-2 if an Oregon entity; municipal debt, AA- for debt of the states of Idaho, California or Washington or their political subdivisions, or A- if the state of Oregon or its political subdivisions. Private placement or 144A securities and mortgage-backed securities are not allowed. The State Investment Pool is unrated.

Oregon Revised Statutes require bankers' acceptances to be guaranteed by and carried on the books of, a qualified financial institution, eligible for discount by the Federal Reserve System, and issued by a qualified financial institution whose short-term letter of credit rating is rated in the highest category by one or more nationally recognized statistical rating organizations.

Custodial Credit Risk - Metro monitors custodial credit risk on deposits (the risk that if a bank failed, Metro's deposits would not be returned) in accordance with Metro investment policy which specifies the requirements of Oregon statutes. Oregon Revised Statutes Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program, a collateral pool administered by the Oregon State Treasurer. Bank depositories are required to pledge collateral against any public funds deposits in excess of federal deposit insurance amounts. The Oregon Treasury monitors each depository bank and ensures compliance with collateralization requirements for all Oregon public fund deposits. Banks are able to pledge a reduced amount if they are well capitalized; and in turn, the banks are required to share in the liability of a failed institution, should it ever occur. Public entities are required to verify that deposit accounts in excess of federal deposit insurance limits are maintained only at financial institutions included on the list of qualified depositories found on the Treasurer's website. It is the responsibility of the public official to ensure compliance with these requirements in order to eliminate personal liability in the event of a bank loss. Metro also monitors its depository institutions for indications of financial health. At June 30, 2024, all of Metro's deposits were insured as described above.

For investments, custodial credit risk is the risk that, in the event of failure of the counterparty, Metro will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. Metro's investment policy requires that all trades are executed by delivery vs. payment to ensure that securities are deposited for safekeeping in an eligible financial institution prior to the release of funds. As of June 30, 2024, Metro had no investments that were held by either counterparty or the counterparty's trust department agent. Therefore, Metro has no outstanding investments that were exposed to custodial credit risk.

Concentration of Credit Risk - To avoid incurring unreasonable risks inherent in over-investing in specific instruments or in individual financial institutions, Metro diversifies its portfolio and follows the Metro investment policy which sets maximum limits on the percentage of the portfolio that can be invested in any one type of security. In addition, Oregon Revised Statutes require no more than 25 percent of the moneys of a local government to be invested in bankers' acceptances of any qualified financial institution. At June 30, 2024, Metro was in compliance with all percentage restrictions. More than 5 percent of Metro's total investments are in securities by the following issuers:

Issuer	Percentage of Total Investments (Total Entity Concentration)	Policy Allowed Maximum	Fund Concentrations Exceeding Total Entity Concentration	
			Affordable Housing Fund	Parks and Nature Bond Fund
Federal Home Loan Bank (FHLB)	10.7%	40.0%	11.1%	10.8%
Federal Farm Credit Banks Funding Corporation (FFCB)	9.9%	40.0%	-	10.3%
U.S. Treasuries	59.2%	100.0%	88.9%	61.3%

B. PUBLIC-PRIVATE PARTNERSHIP RECEIVABLE

The following changes occurred during fiscal year 2024 in public-private partnership (PPP) receivable:

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024
Business-type activities:				
Food and beverage provider agreement; interest at 1%, principal and interest from \$249,583 to \$333,999 monthly, final payments due 2032	\$ 31,443,464	-	(2,797,972)	28,645,492
Gift shop operator agreement; interest at 4%, principal and interest of \$97,875 to \$120,449 monthly, final payments due 2029	1,155,635	6,380,688	(1,322,764)	6,213,559
Business-type activities				
Total public-private partnership receivable	\$ 32,599,099	6,380,688	(4,120,736)	34,859,051

Metro has entered into two public-private partnerships (PPP) as a transferor for gift shop operations and food and beverage provisions. The gift shop operator agreement conveys the right and related obligation to operate the Oregon Zoo's retail space for the sale of retail items as well as facilitation of stroller, wheelchair, and wagon rentals. The food and beverage provider agreement conveys the right and related obligation to manage all food and beverage concession services and operate the food preparation facilities at the Portland's, Expo and Oregon Zoo venues. During the year ended June 30, 2024, Metro recognized \$4,448,040 in PPP revenue and \$356,932 in interest revenue. The PPP receivable is calculated based on fixed components of the underlying agreements, which only include the guaranteed minimum fees presently. Both PPP agreements also include variable payments which are not included in the measurement of the PPP receivable as they are based on a revenue share structure. These variable payments are considered inflows of resources in the period in which they relate. Total variable payments received during the year ended June 30, 2024 approximate \$1.1 million.

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

C. ASSETS HELD FOR RESALE

Acquisition and improvements to real property that is purchased with the intent to sell to private-sector purchasers meeting certain criteria under Metro's TOD and Housing programs are reported in governmental activities in the statement of net position as Assets Held for Resale. Such assets are reported at the lower of cost or net realizable value. The carrying value at June 30 is:

Property Name	Address	Amount
Gresham Civic	NW Civic Drive & NW 15th, Gresham, OR	\$ 2,648,104
Milwaukie Town Center	10700 SE McLoughlin Boulevard, Milwaukie, OR	409,186
The Crossings	Section 4, Township 1, South Range 3 East (Parcel 2), Gresham, OR	355,850
Elmonica	Section 6DB, Township 1 South, Range 1 West (Parcel R0037258), Beaverton, OR	802,427
Barbur Value Inn	10450 SW Barbur Blvd, Portland, OR	4,250,000
Walker Road	9985 & 10085 NE Walker Road, Hillsboro, OR	1,250,000
Aloha 209th	3140 SW 209th Ave, Beaverton, OR	2,952,795
Lake Oswego Boones Ferry Rd	16719, 16731, 16745 & 16759 SW Boones Ferry Rd, 5110 & 5126 W Sunset Dr, Lake Oswego, OR	2,200,000
		<u>\$ 14,868,362</u>

D. LOANS RECEIVABLE**TOD Loans**

TOD loans receivable, reflected in the schedule below, are loans to developers who agree to develop projects in accordance with TOD program criteria. The loans are secured by the underlying property, which is subject to TOD use restrictions for a period of 30 years. Metro's security interest in the property is subordinate to other security interests on the property. These loans receivable are not discounted in accordance with guidance in GASB Statement No. 62.

Details on loans receivable at June 30 are as follows:

Maximum Term	Interest Rate	First Payment	Last Payment	Payment Frequency	TOD Loans
50 years	0 to 1%	03/01/28	03/01/58	annually	\$ 423,393

E. CAPITAL ASSETS

Capital asset balances and activity for fiscal year 2024 were as follows:

	Balance July 1, 2023	Increases	Decreases	Modifications	Reclassifications and Transfers	Balance June 30, 2024
Governmental activities:						
Capital assets, non-depreciable:						
Land	\$ 315,250,863	-	-	-	8,668,752	323,919,615
Intangible-easements	11,929,884	-	-	-	-	11,929,884
Artwork	484,645	-	-	-	-	484,645
Construction in progress	17,082,953	31,569,548	-	-	(19,661,265)	28,991,236
Total non-depreciable	344,748,345	31,569,548	-	-	(10,992,513)	365,325,380
Capital assets, depreciable:						
Buildings and exhibits	41,369,113	-	(17,393)	-	262,974	41,614,694
Leased buildings and exhibits	798,775	-	-	-	-	798,775
Improvements	43,242,939	-	-	-	8,963,121	52,206,060
Equipment and vehicles	6,762,108	-	(64,243)	-	1,116,590	7,814,455
Leased equipment and vehicles	192,763	36,150	-	-	-	228,913
Intangible-software	4,294,649	-	(716,302)	-	791,054	4,369,401
Right to use asset-software	1,780,214	2,757,354	(811,678)	(183,786)	-	3,542,104
Office furniture and equipment	652,211	-	(100,237)	-	-	551,974
Total depreciable	99,092,772	2,793,504	(1,709,853)	(183,786)	11,133,739	111,126,376
Accumulated depreciation and amortization:						
Buildings and exhibits	(19,783,170)	(1,100,462)	15,596	-	-	(20,868,036)
Leased buildings and exhibits	(391,236)	(195,618)	-	-	-	(586,854)
Improvements	(16,522,433)	(1,606,011)	-	-	-	(18,128,444)
Equipment and vehicles	(4,014,630)	(405,419)	64,244	-	-	(4,355,805)
Leased equipment and vehicles	(122,667)	(68,920)	-	-	-	(191,587)
Intangible-software	(2,232,092)	(433,682)	716,302	-	-	(1,949,472)
Right to use asset-software	(858,352)	(1,159,518)	919,784	-	-	(1,098,086)
Office furniture and equipment	(321,587)	(104,921)	46,777	-	-	(379,731)
Total accumulated depreciation and amortization	(44,246,167)	(5,074,551)	1,762,703	-	-	(47,558,015)
Total capital assets, depreciable, net	54,846,605	(2,281,047)	52,850	(183,786)	11,133,739	63,568,361
Governmental activities capital assets, net	\$ 399,594,950	29,288,501	52,850	(183,786)	141,226	428,893,741

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

	Balance July 1, 2023	Increases	Decreases	Modifications	Reclassifications and Transfers	Balance June 30, 2024
Business-type activities:						
Capital assets, non-depreciable:						
Land	\$ 24,155,600	-	-	-	2,038,819	26,194,419
Artwork	1,184,358	-	-	-	-	1,184,358
Construction in progress	4,971,194	11,479,330	(69,016)	-	(11,291,527)	5,089,981
Total non-depreciable	30,311,152	11,479,330	(69,016)	-	(9,252,708)	32,468,758
Capital assets, depreciable:						
Leased land	10,335,315	-	-	204,419	-	10,539,734
Buildings and exhibits	490,856,578	-	(54,292)	-	1,885,907	492,688,193
Leased buildings and exhibits	6,887,115	-	(337,016)	(732,643)	-	5,817,456
Improvements	46,025,362	-	-	-	1,081,911	47,107,273
Equipment and vehicles	29,694,142	-	(223,898)	-	6,143,664	35,613,908
Intangible-software	1,419,989	-	-	-	-	1,419,989
Right to use asset-software	946,378	-	-	39,802	-	986,180
Office furniture and equipment	1,444,856	-	-	-	-	1,444,856
Railroad equipment and facilities	3,658,683	-	-	-	-	3,658,683
Total depreciable	591,268,418	-	(615,206)	(488,422)	9,111,482	599,276,272
Accumulated depreciation and amortization:						
Leased land	(532,210)	(264,833)	-	-	-	(797,043)
Buildings and exhibits	(227,601,610)	(10,525,075)	-	-	-	(238,126,685)
Leased buildings and exhibits	(1,158,303)	(410,645)	337,021	-	-	(1,231,927)
Improvements	(26,467,221)	(1,242,876)	-	-	-	(27,710,097)
Equipment and vehicles	(15,948,303)	(1,925,113)	223,898	-	-	(17,649,518)
Intangible-software	(1,303,454)	(20,648)	-	-	-	(1,324,102)
Right to use asset-software	(261,342)	(278,399)	-	-	-	(539,741)
Office furniture and equipment	(1,052,863)	(94,395)	-	-	-	(1,147,258)
Railroad equipment and facilities	(2,588,931)	(349,022)	-	-	-	(2,937,953)
Total accumulated depreciation and amortization	(276,914,237)	(15,111,006)	560,919	-	-	(291,464,324)
Total capital assets, depreciable, net	314,354,181	(15,111,006)	(54,287)	(488,422)	9,111,482	307,811,948
Business-type activities capital assets, net	\$ 344,665,333	(3,631,676)	(123,303)	(488,422)	(141,226)	340,280,706

In 1984, a lease-leaseback agreement was entered into for theater land. In a lease-leaseback transaction, each party is a lessor and a lessee. Since each portion of the transaction is with the same counterparty, a right of offset exists. The lease-leaseback is presented net on the Statement of Net Position in accordance with GASB Statement No. 87, *Leases*. As such, the Capital Assets footnote total for business-type activities is \$1,134,546 higher than the amount shown on the Statement of Net Position. The difference consists of the June 30, 2024 balance in deferred inflows related to leases, which is netted with capital assets on the Statement of Net Position.

Additional note disclosure of the gross amounts of the lease and leaseback provide essential information about the magnitude of each portion of the transaction. See Note K.

An agreement between the City of Portland and Metro regarding the real property at the Zoo provides that the property must be used for zoo or zoo related purposes and, if such property ceases to be used for such purposes or is used for other purposes, title reverts to the City. Metro was in compliance with this agreement for the fiscal year ended June 30, 2024.

Capital assets for MERC are those of Metro-owned facilities. Capital assets used in operating the Portland's are not included in the statement of net position of Metro as title to the assets remains with the City in accordance with an intergovernmental consolidation agreement. These capital assets are included in the Annual Comprehensive Financial Report of the City of Portland.

Depreciation and amortization expense was charged to functions/programs as follows:

Governmental activities:	
General government operations	\$ 1,864,220
Planning, development and research	164,179
Culture and recreation	3,046,152
Total depreciation and amortization expense - governmental activities	\$ 5,074,551
Business-type activities:	
Solid Waste	\$ 2,306,361
Oregon Zoo	7,578,350
MERC	5,226,295
Total depreciation and amortization expense - business-type activities	\$ 15,111,006

F. UNEARNED REVENUE

Unearned revenue is reported for resources that have been received, but not yet earned. The details of these amounts at June 30, 2024 were:

	Governmental Activities	Business-type Activities
Advance ticket sales/registrations	\$ 10,241	4,263,466
Unredeemed gift certificates	99,697	82,675
Advance park reservations	134,030	-
Grant and contract drawdowns prior to meeting all eligibility requirements	6,333	991,363
Total	\$ 250,301	5,337,504

G. DEFERRED COMPENSATION PLAN

Metro offers its employees a 401(k) deferred compensation plan in accordance with Internal Revenue Code provisions. The plan is available to all Metro employees and permits employees to contribute a portion of their salary to the plan to obtain favorable tax treatment for amounts contributed. Moneys accumulated under the plan are deposited with a trustee for the exclusive benefit of the participants and are invested in mutual funds that are self-directed by participants. The deferred compensation is not available to participants until termination, retirement, death, or certain hardship conditions. In accordance with authoritative guidance, the plan is not included in Metro's financial statements.

H. PENSION PLAN

1. Defined Benefit Plan Description

Name of pension plan - Metro participates in the Oregon Public Employees Retirement System (PERS) which is a cost-sharing multiple employer defined benefit pension plan.

Description of benefit terms - Benefit provisions and other requirements of the system are established by the State of Oregon legislature pursuant to Oregon Revised Statutes, Chapters 238 and 238A.

a. Tier One/Tier Two Retirement Benefit (Chapter 238). This segment of the plan is closed to new members hired on or after August 29, 2003.

Pension benefits. The PERS retirement allowance is payable monthly for life. It may be selected from thirteen retirement benefit options. These options include survivorship benefits and lump-sum refunds. The basic benefit is most commonly based on years of service and final average salary. A percentage (1.67 percent for General Service employees) is multiplied by the number of years of service and the final average salary. Benefits may also be calculated under either a formula plus annuity (for members who were contributing

before August 21, 1981) or a money match computation if a greater benefit results.

A member is considered vested and will be eligible at minimum retirement age for a service retirement allowance if they have contributions in each of five calendar years or have reached at least 50 years of age before ceasing employment with a participating employer. General Service employees may retire after reaching age 55. Tier One General Service employee benefits are reduced if retirement occurs prior to age 58 with fewer than 30 years of service. Tier Two members are eligible for full benefits at age 60.

Death benefits. Upon the death of a non-retired member, the beneficiary receives a lump-sum refund of the member's account balance (accumulated contributions and interest). In addition, the beneficiary will receive a lump-sum payment from employer funds equal to the account balance, provided one or more of the following conditions are met:

- the member was employed by a PERS employer at the time of death,
- the member died within 120 days after termination of PERS-covered employment,
- the member died as a result of injury sustained while employed in a PERS-covered job, or
- the member was on an official leave of absence from a PERS-covered job at the time of death.

Disability benefits. A member with ten or more years of creditable service who becomes disabled from other than duty-connected causes may receive a non-duty disability benefit. A disability resulting from a job-incurred injury or illness qualifies a member for disability benefits regardless of the length of PERS-covered service. Upon qualifying for either a non-duty or duty disability, service time is computed to age 58 when determining the monthly benefit.

Benefit changes after retirement. Members may choose to continue participation in a variable equities investment account after retiring and may experience annual benefit fluctuations due to changes in the fair value of the underlying global equity investments of that account.

Under ORS 238.360, monthly benefits are adjusted annually through cost-of-living adjustments (COLA), which are capped at 2.0 percent per year.

- b. Oregon Public Service Retirement Plan (OPSRP).** This pension program (ORS Chapter 238A) provides benefits to members hired on or after August 29, 2003.

Pension benefits. OPSRP provides a life pension funded by employer contributions. Benefits are calculated with the following formula for General Service members who attain normal retirement age: 1.5 percent is multiplied by the number of years of service and the final average salary. Normal retirement age for General Service members is age 65, or age 58 with 30 years of retirement credit.

A member of the OPSRP Pension Program becomes vested on the earliest of the following dates: the date the member completes 600 hours of service in each of five calendar years, the date the member reaches normal retirement age, and, if the pension program is terminated, the date on which termination becomes effective.

Death benefits. Upon the death of a non-retired member, the spouse (or other person who is constitutionally required to be treated in the same manner as the spouse), receives for life 50 percent of the pension that would otherwise have been paid to the deceased member. The surviving spouse or other person may elect to delay payment of the death benefit, but payment must commence no later than December 31 of the calendar year in which the member would have reached the age of their federally required minimum distribution.

Disability benefits. A member who has accrued ten or more years of retirement credits before the member becomes disabled or a member who becomes disabled due to job-related injury shall receive a disability benefit of 45 percent of the member's salary determined as of the last full month of employment before the disability occurred.

Benefit changes after retirement. Under ORS 238A.210, monthly benefits are adjusted annually through cost-of-living adjustments.

Contributions - PERS funding policy provides for monthly employer contributions at actuarially determined rates. These contributions, expressed as a percentage of covered payroll, are intended to accumulate sufficient assets to pay benefits when due. This funding policy applies to the PERS Defined Benefit Plan and the PERS Retirement Health Insurance Account described in Note IV.H.2.

Employer contribution rates during the period were based on the December 31, 2021 actuarial valuation. The rates, based on a percentage of payroll, first became effective July 1, 2023. Metro has previously made a lump sum payment to establish a side account, and its rates have been reduced. Metro's actuarially determined contribution rate for the Tier One/Tier Two and OPSRP plans was 20.19 percent and 16.97 percent of subject payroll, respectively. Employer contributions recognized by PERS for the fiscal year ended June 30, 2024 were \$17,355,356.

A ten year schedule of Defined Benefit Pension Plan Contributions can be found in the Required Supplementary Information section of this report.

Pension plan ACFR - Both the PERS and OPSRP plans are administered by the Oregon Public Employees Retirement Board (OPERB), which issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to Oregon Public Employees Retirement System, P.O. Box 23700, Tigard, Oregon 97281-3700, by calling 1-888-320-7377, or by accessing the PERS web site at <https://www.oregon.gov/pers/Pages/Financials/Actuarial-Financial-Information.aspx>

Actuarial valuation - The employer contribution rates effective July 1, 2023, through June 30, 2025, were set using the entry age normal actuarial cost method. This method produced an employer contribution rate consisting of (1) an amount for normal cost (the estimated amount necessary to finance benefits earned by the employees during the current service year), and (2) an amount for the amortization of unfunded actuarial accrued liabilities, which are being amortized as described in the following table.

Actuarial methods and assumptions used to measure the total pension liability -

Valuation Date	December 31, 2021
Experience Study Report	2020, published July 20, 2021
Actuarial cost method	Entry Age Normal
Amortization method	Amortized as a level percentage of combined payroll; Tier One/Tier Two Unfunded Actuarial Liability (UAL) is amortized over 20 years and OPSRP pension UAL is amortized over 16 years.
Asset valuation method	Fair value of assets
Inflation rate	2.40 percent
Investment rate of return	6.90 percent
Projected salary increases	3.40 percent
Mortality	Healthy retirees and beneficiaries: Pub-2010 Healthy Retiree, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation. Active members: Pub-2010 Employee, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation. Disabled retirees: Pub-2010 Disabled Retiree, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation.

Actuarial valuations of an ongoing plan involve estimates of the value of projected benefits and assumptions about the probability of events far into the future. Actuarially determined amounts are subject to continual revision as actual results are compared to past expectations and new estimates are made about the future.

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

Experience studies are performed as of December 31 of even numbered years. The methods and assumptions shown above are based on the 2020 Experience Study which reviewed experience for the four-year period ending on December 31, 2020.

Discount rate. The discount rate used to measure the total pension liability was 6.90 percent for the Defined Benefit Pension Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the contractually required rates, as actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments for the Defined Benefit Pension Plan was applied to all periods of projected benefit payments to determine the total pension liability.

The assumed asset allocation and the Oregon Investment Council's (OIC) target are provided in the table below:

Asset Class/strategy	Low Range	High Range	OIC Target
Debt securities	20.0%	30.0%	25.0%
Public equity	22.5	32.5	27.5
Real estate	9.0	16.5	12.5
Private equity	17.5	27.5	20.0
Real assets	2.5	10.0	7.5
Diversifying strategies	2.5	10.0	7.5
Opportunity portfolio	0.0	5.0	0.0
Total			100.0%

Long-Term Expected Rate of Return. To develop an analytical basis for the selection of the long-term expected rate of return assumption, in January 2023 the PERS Board reviewed long-term assumptions developed by both the actuary's capital market assumptions team and the OIC's investment advisors. The table below shows the actuary's assumptions for each of the asset classes in which the plan was invested at that time based on the OIC long-term target asset allocation. The OIC's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions and includes adjustment for the inflation assumption. These assumptions are not based on historical returns, but instead are based on a forward-looking capital market economic model.

Asset Class	Target	Compound Annual Return (Geometric)
Global equity	27.4%	7.1%
Private equity	25.5	8.8
Core fixed income	25.0	4.5
Real estate	12.3	5.8
Master limited partnerships	0.8	6.0
Infrastructure	1.5	6.5
Hedge fund of funds- multistrategy	1.3	6.3
Hedge fund equity- hedge	0.6	6.5
Hedge fund- macro	5.6	4.8
Assumed inflation - mean		2.4

Sensitivity of Metro's proportionate share of the net pension liability to changes in the discount rate- The following presents Metro's proportionate share of the net pension liability calculated using the discount rate of 6.90 percent, as well as what Metro's proportionate share of the net pension liability would be if it were calculated using a discount rate that was one percentage-point lower or one percentage-point higher than the current rate:

Metro's Net Pension Liability	1% Decrease (5.90%)	Current Discount Rate (6.90%)	1% Increase (7.90%)
Defined benefit pension plan	\$ 185,541,323	112,325,953	51,052,445

Determination of Metro's proportionate share - Metro's actuarially determined proportionate share of the plan amounts was 0.59968947 percent for the fiscal year ended June 30, 2023 (measurement date). Metro's share of pension balances are determined by rolling forward the total net pension liability (actuarially determined at December 31, 2021) to the measurement date of June 30, 2023 and subtracting the plan's net position as of June 30, 2023.

The basis for Metro's proportion is actuarially determined by comparing Metro's projected long-term contribution effort to the plan with the total projected long-term contribution effort for all employers. The rate for every employer has at least two major components; Normal Cost Rate and Unfunded Actuarial Liability (UAL) Rate.

The projected long-term effort is estimated by projecting the present value of all future Normal Cost Rate Contributions (PVFNC). The PVFNC represents the portion of the projected long-term contribution effort related to future service.

An employer's PVFNC depends on both the Normal Cost Rates charged on the employer's payrolls, and on the underlying demographics of the respective payrolls. For PERS funding, employers may have three different payrolls, each with a different Normal Cost Rate:

- Tier 1/Tier 2 payroll
- OPSRP General Service payroll
- OPSRP Police and Fire payroll

A UAL exists when Plan assets are less than the actuarial liability as measured by the Plan's actuarial funding valuations. UAL can arise in a biennium when an event such as experience differing from the assumptions used in the actuarial valuation occurs. An amortization schedule is established to eliminate the UAL that arises in a given biennium over a fixed period of time if future experience follows assumption. The UAL Rate is the upcoming year's component of the cumulative amortization schedules, stated as a percent of payroll. The UAL represents the portion of the projected long-term contribution effort related to past service.

The projected long-term contribution effort is equal to the sum of the PVFNC and the UAL. After Metro's projected long-term contribution effort is calculated, that amount is reduced by the value of Metro's supplemental lump-sum payments, known as side accounts. Side accounts decrease Metro's projected long-term contribution effort because side accounts are effectively prepaid contributions.

The preparation of these amounts in conformity with GAAP requires management to make estimates and assumptions that affect certain amounts and disclosures. Actual results could differ from those estimates.

Pension plan's fiduciary net position - Detailed information about the pension plan's assets, deferred outflows of resources, liabilities, deferred inflows of resources and fiduciary net position can be found in the separately issued ACFR for the plan which is available as noted above.

Payables to the pension plan - At June 30, 2024, Metro reported a payable of \$769,650 for the outstanding amount of legally required pension contributions to the pension plan for the fiscal year ended June 30, 2024.

Pension Expense, Net Pension Liability or Asset, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions - For the fiscal year ended June 30, 2024, Metro recognized a net pension liability of \$112,325,953 and a pension expense of \$15,636,177. At June 30, 2024, Metro reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Governmental activities		Business-type activities		Net Deferred Outflows/ (Inflows) of Resources
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	
Differences between expected and actual experience in the measurement of the total pension liability	\$ 2,843,854	230,581	2,649,228	214,801	5,047,700
Changes in assumptions	5,165,960	38,518	4,812,414	35,881	9,903,975
Net difference between projected and actual earnings on pension plan investments	1,045,246	-	973,711	-	2,018,957
Changes in the employer's proportion	4,893,141	6,543,468	4,558,265	6,095,647	(3,187,709)
Differences between employer contributions and employer's proportionate share of system contributions	369,639	4,589,397	344,341	4,275,309	(8,150,726)
Total (prior to post-measurement date contributions)	14,317,840	11,401,964	13,337,959	10,621,638	5,632,197
Contributions subsequent to the measurement date	8,985,139	-	8,370,217	-	17,355,356
Net deferred outflows/(inflows) of resources	\$ 23,302,979	11,401,964	21,708,176	10,621,638	22,987,553

The \$17,355,356 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the fiscal year ending June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in subsequent years as follows (outflows and inflows netted):

Fiscal year ended June 30:	Governmental activities	Business-type activities	Total
2025	\$ (673,242)	(627,166)	(1,300,408)
2026	(3,257,029)	(3,034,126)	(6,291,155)
2027	4,435,959	4,132,372	8,568,331
2028	1,851,388	1,724,684	3,576,072
2029	558,800	520,557	1,079,357
Total	\$ 2,915,876	2,716,321	5,632,197

2. Defined Contribution Pension Plan

Beginning January 1, 2004, PERS active Tier One and Tier Two members became members of the Individual Account Program (IAP) of OPSRP. Although existing PERS members retain their existing PERS account, all current member contributions are deposited into the member's IAP, a defined contribution pension plan. Accounts are credited with earnings and losses net of administrative expenses. The IAP, as part of OPSRP, is administered by the PERS Board which is directed to adopt any rules necessary to administer OPSRP. The IAP is provided to all members or their beneficiaries who are PERS or OPSRP eligible.

State statutes require covered employees to contribute six percent of their annual covered salary to the IAP plan effective January 1, 2004. Metro pays for the IAP contribution for all employees. An IAP member becomes vested on the date the employee account is established. If Metro makes optional employer contributions for a member, the member becomes vested on the earliest of the following dates: the date the member completes 600 hours of service in each of five calendar years, the date the member reaches normal retirement age, the date the IAP is terminated, the date the active member becomes disabled, or the date the active member dies.

Upon retirement, a member of the IAP may receive the amounts in his or her employee account, rollover account, and vested employer account as a lump-sum payment or in equal installments over a 5, 10, 15, 20 year period or an anticipated life span option. Installment amounts vary with market returns as the account remains invested while in distribution. Each distribution option has a \$200 minimum distribution limit.

Death Benefits – Upon the death of a non-retired member, the beneficiary receives a lump sum of the member's account balance, rollover account balance, and the vested employer optional contribution account balance. If a retired member dies before the installment payments are completed, the beneficiary may receive the remaining installment payments or choose a lump-sum payment.

Metro paid contributions to the IAP of \$5,924,521 for the fiscal year ended June 30, 2024, which is included in payroll and fringe benefits expense. At June 30, 2024, a payable to the IAP portion of the plan in the amount of \$262,373 for the contractually required contributions for the month of June 2024 is included in accrued salaries and benefits.

I. OTHER POSTEMPLOYMENT BENEFITS

The other postemployment benefits (OPEB) for Metro combines two separate plans. Metro provides an implicit rate subsidy for retiree health insurance premiums, and a contribution to the State of Oregon's PERS cost-sharing multiple-employer defined health insurance benefit plan.

1. Metro Retiree Health Insurance Plan - Implicit Rate Subsidy

Plan Description - All employees of Metro retiring from active service with a pension benefit payable immediately under Oregon PERS are eligible for other postemployment benefits (OPEB) relating to health care. As required by state law, retirees of Metro and their dependents under age 65 are allowed to receive the same health care coverage at tiered premium rates as offered to active Metro employees, resulting in an implicit rate subsidy (health care premiums priced only for retirees would be more expensive than tiered premiums because retirees have higher health care claims on average). The implicit rate subsidy is only measured for retirees and spouses younger than age 65, at which point such retirees and spouses typically become eligible for Medicare. Metro has not established a trust that meets the criteria in paragraph 4 of GASB Statement 75 for the accumulation of assets. Metro's single-employer OPEB plan does not issue a publicly available financial report.

Benefits Provided - The plan provides eligible retirees and their dependents under age 65 the same health care coverage at the same premium rates as offered to active employees. The retiree is responsible for the premiums.

As of the valuation date July 1, 2023, the following number of employees were covered by the benefit terms:

Inactive employees or beneficiaries receiving benefits	20
Active employees	977
Total	997

Total OPEB Liability, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB - Metro's total OPEB Liability of \$3,310,490 was measured as of June 30, 2023, and was determined by an actuarial valuation as of July 1, 2023. For the fiscal year ended June 30, 2024, Metro recognized OPEB expense from this plan of \$162,820.

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

At June 30, 2024, Metro reported deferred outflows of resources and deferred inflows of resources related to this OPEB plan from the following sources:

Sources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 271,931	356,276
Changes in assumptions	763,747	684,669
Benefit payments	219,959	-
Total	\$ 1,255,637	1,040,945

Deferred outflows of resources related to OPEB of \$219,959 resulting from Metro's contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Fiscal year ended June 30:	
2025	\$ (48,247)
2026	(34,067)
2027	(22,343)
2028	(22,124)
2029	(37,893)
Thereafter	159,407
Total	\$ (5,267)

Actuarial Assumptions and Other Inputs - The total OPEB liability in the July 1, 2023 valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Actuarial cost method	Entry Age Normal
Inflation rate	2.40 percent
Salary increases	3.40 percent
Mortality	Pub-2010 General Service Employee and Healthy Retiree tables, sex distinct for members and dependents, with a one-year setback for male general service employees. Future mortality improvement is projected generationally with unisex 2019 Social Security data scale.
Discount rate	3.65 percent (change from 3.54 percent in previous measurement period)
Healthcare cost trend rate	Medical and vision: 11.3 percent in the first year, 6.4 percent in the second year, and varying from 5.7 to 3.8 percent over the remainder of the projection period. Dental: 4.00 percent per year

The discount rate was based on Bond Buyer 20-Year General Obligation Bond Index.

Changes in the Total OPEB Liability

	Total OPEB Liability
Balance as of June 30, 2023	\$ 2,179,545
Changes for the year:	
Service cost	131,253
Interest on total OPEB liability	79,814
Effect of economic/demographic gains or losses	308,189
Effect of assumptions changes or inputs	724,983
Benefit payments	(113,294)
Balance as of June 30, 2024	\$ 3,310,490

Changes in assumptions is the result of the change in the discount rate from 3.54 percent to 3.65 percent.

Sensitivity of the Total OPEB Liability - The following presents Metro's total OPEB liability, as well as what the liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.65 percent) or 1-percentage-point-higher (4.65 percent) than the current discount rate. A similar sensitivity analysis is then presented for changes in the healthcare trend assumption.

Discount Rate:	1% Decrease (2.65%)	Current Discount Rate (3.65%)	1% Increase (4.65%)
Total OPEB Liability	\$ 3,540,852	3,310,490	3,094,406

Healthcare Cost Trend Rate:	1% Decrease	Current Healthcare Cost Trend Rate	1% Increase
Total OPEB Liability	\$ 3,014,492	3,310,490	3,655,390

2. PERS Retirement Health Insurance Account

Plan Description - Metro contributes to the PERS Retirement Health Insurance Account (RHIA) for each of its eligible employees. RHIA is a cost-sharing multiple-employer defined benefit other postemployment benefit plan administered by PERS. RHIA pays a monthly contribution toward the cost of Medicare companion health insurance premiums for eligible retirees. ORS 238.420 established this trust fund. The authority to establish and amend the benefit provisions of RHIA resides with the Oregon Legislature. The plan is closed to new entrants on or after August 29, 2003. PERS issues publicly available financial statements and required supplementary information. That report may be obtained by writing to Oregon Public Employees Retirement System, P.O. Box 23700, Tigard, Oregon 97281-3700, by calling 1-888-320-7377, or by accessing the PERS website at <https://www.oregon.gov/pers/Pages/Financials/Actuarial-Financial-Information.aspx>

Benefits Provided - Because RHIA was created by enabling legislation (ORS 238.420), contribution requirements of the plan members and the participating employers were established and may be amended only by the Oregon Legislature. ORS requires that an amount equal to \$60 or the total monthly cost of Medicare companion health insurance premiums coverage, whichever is less, shall be paid from the RHIA established by the employer, and any monthly cost in excess of \$60 shall be paid by the eligible retired member in the manner provided in ORS 238.410. To be eligible to receive this monthly payment toward the premium cost, the member must (1) have eight years or more of qualifying service in PERS at the time of retirement or receive a disability allowance as if the member had eight years or more of creditable service in PERS, (2) receive both Medicare Parts A and B coverage, and (3) enroll in a PERS-sponsored health plan. A surviving spouse or dependent of a deceased PERS retiree who was eligible to receive the subsidy is eligible to receive the subsidy if he or she (1) is receiving a retirement benefit or allowance from PERS, or (2) was insured at the time the member died and the member retired before May 1, 1991.

Contributions - PERS funding policy provides for employer contributions at actuarially determined rates. These contributions, expressed as a percentage of covered payroll, are intended to accumulate sufficient assets to pay benefits when due. Employer contribution rates for the period were based on the December 31, 2021 actuarial valuation. The rates based on a percentage of payroll, first became effective July 1, 2023. Metro's contribution rates for the period were 0.00% for Tier One/Tier Two members, and 0.00% for OPSRP members. Metro's total contribution for the year ended June 30, 2024 was \$445.

Total OPEB Assets, Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB - At June 30, 2024, Metro reported an asset of \$1,732,202 for its proportionate share of the OPERS net OPEB asset. The net OPEB asset was measured as of June 30, 2023, and the total OPEB liability used to calculate the net OPEB asset was determined by an actuarial valuation as of December 31, 2021. Metro's proportion of the net OPEB asset was based on Metro's contributions to the RHIA program during the measurement period relative to contributions from all participating employers. At June 30, 2024, Metro's proportionate share was 0.4731% which is a decrease from its proportion of 0.5113% as of June 30, 2023.

For the year ended June 30, 2024, Metro recognized OPEB income from this plan of \$293,196. At June 30, 2024, Metro reported deferred outflows of resources and deferred inflows of resources related to this OPEB plan from the following sources:

Sources	Deferred Outflows of Resources	Deferred Inflows of Resources
Net difference between projected and actual earnings on investments	\$ 4,913	-
Changes of assumptions	-	18,676
Changes in proportionate share	66,812	65,224
Differences between expected and actual experience	-	43,487
Contributions subsequent to the measurement date	445	-
Total	\$ 72,170	127,387

Deferred outflows of resources related to OPEB of \$445 resulting from Metro's contributions subsequent to the measurement date will be recognized as an increase in the net OPEB asset in the year ended June 30, 2025. Other amounts reported as deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Fiscal year ended June 30:	
2025	\$ (92,919)
2026	(49,720)
2027	64,016
2028	22,961
Total	\$ (55,662)

Actuarial Assumptions and Other Inputs - The total OPEB asset based on the December 31, 2021 valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement, unless otherwise specified:

Valuation date	December 31, 2021
Measurement date	June 30, 2023
Experience study	2020, published July 20, 2021
Actuarial assumptions:	
Actuarial cost method	Entry Age Normal
Inflation rate	2.40 percent
Long-term expected rate of return	6.90 percent
Discount rate	6.90 percent
Projected salary increase	3.40 percent
Healthcare cost trend rate	Not applicable
Mortality	Healthy retirees and beneficiaries: Pub-2010 Healthy Retiree, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation. Active members: Pub-2010 Employee, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation. Disabled retirees: Pub-2010 Disabled Retiree, sex-distinct, generational with Unisex, Social Security Data Scale, with job category adjustments and set-backs as described in the valuation.

All other actuarial methods and assumptions are consistent with those disclosed in the OPERS Pension Plan. See Note V.G.1, for additional information on Actuarial Assumptions and Methods, the Long-Term Expected Rate of Return, and the Discount Rate.

Sensitivity of Metro's proportionate share of the net OPEB asset to changes in the discount rate - The following presents Metro's proportionate share of the net OPEB asset, calculated using the discount rate of 6.90%, as well as what Metro's proportionate share of the net OPEB asset would be if it were calculated using a discount rate of 1-percentage-point lower (5.90 percent) or 1-percentage-point higher (7.90 percent) than the current rate.

	1% Decrease (5.90%)	Current Discount Rate (6.90%)	1% Increase (7.90%)
Total OPEB Asset	\$ (1,574,575)	(1,732,202)	(1,867,445)

OPEB Plan Fiduciary Net Position - Detailed information about the pension plan's fiduciary net position is available in the separately issued OPERS financial report.

J. COMMITMENTS

1. Columbia Ridge Landfill

Metro has waste disposal service agreements with the owner and operator of Columbia Ridge Landfill in Gilliam County, Oregon for disposal of solid waste from the transfer stations owned by Metro. The monthly disposal rate will be adjusted annually by an amount equivalent to 90 percent of the annual change of CPI on July 1 each year until the contract expires on December 31, 2029. The rate for fiscal year 2024 is \$20.73 per ton. The estimated increased rate for fiscal year 2025 is \$21.78 per ton.

2. Waste Transport

Solid waste transport from Metro facilities to Columbia Ridge Landfill and other disposal sites is privately contracted through December 31, 2029. For fiscal year 2024, the unit price is \$821.96 per load (equivalent to about \$24.35 per ton). The current contract will adjust the per load unit price by a percentage equal to 95 percent of the annual percent change of CPI every July 1. The additional unit prices for the contract includes a mile tax of \$73.53 *not* subject to the CPI increases.

The contract calls for Metro to reimburse the contractor for the cost of shuttle fuel used at the transfer stations. The fuel price is highly variable and tied to a weekly index, but historically has added \$10 to \$15 to the cost of each load.

Renewable bulk fuel is purchased through a State of Oregon cooperative contract.

3. Metro South Station

The operation of Metro South, a solid waste transfer station and materials recovery facility is privately contracted through December 31, 2026. Monthly payments for personnel costs, maintenance, and equipment are on a reimbursed basis within agreed parameters plus a gross margin. There are prices for putrescible and non-putrescible waste and other waste materials that are subject to CPI adjustments annually and performance adjustments.

4. Metro Central Station

The operation of Metro Central, a solid waste transfer station and materials recovery facility is privately contracted through December 31, 2028. The contractor receives incentives for materials recovered from the waste stream and not sent to Columbia Ridge Landfill. The cost of transfer, transport and processing at remote composting sites is also included. The contractor provides transfer services and arranges for transport and processing. All payments are adjusted annually on July 1 in an amount equal to CPI.

5. Summary

The following table presents approximate annual commitments based on forecasted refuse tons and assumed annual inflation equal to the average of the preceding four fiscal years for all of the previously described contracts. The figures for Metro South and Metro Central reflect costs and tonnage as estimated at contract prices and tonnage from the tonnage forecast and at various contract expiration dates.

Fiscal year ending June 30:	Columbia Ridge Landfill	Waste Transport	Metro South	Metro Central
2025	\$ 12,198,322	13,846,414	11,265,753	14,717,386
2026	12,720,781	14,406,428	11,541,496	15,237,315
2027	13,125,021	14,829,840	5,904,553	15,652,420
2028	13,448,531	15,162,373	-	16,036,742
2029	13,783,620	15,508,804	-	8,209,508
Total	\$ 65,276,275	73,753,859	28,711,802	69,853,371

6. Construction Projects

Metro is committed under a number of contracts for construction services. The amount of major uncompleted contracts is approximately \$7,500,000 at June 30, 2024.

7. Affordable Housing

Metro Council has approved the following projects under the Affordable Housing Bond program. The projects fund affordable housing for low-income families, seniors, veterans and people with disabilities in the Metro region.

Housing Partner	Project	Commitment
City of Beaverton	Elmonica	\$ 8,439,934
Metro Site Acquisition Program (Beaverton)	SAP - Elmonica (Beaverton)	3,460,066
City of Beaverton	Senior Housing on 5th	10,500,000
Clackamas County	Hillside Park Phase 1, Bldg A/B	25,454,545
Metro Site Acquisition Program (Clackamas)	SAP - Lake Grove Project (Lake Oswego)	10,000,000
Clackamas County	Wilsonville TOD (PSH)	4,164,000
Clackamas County	Wilsonville TOD	3,836,000
Clackamas County	Shortstack Milwaukie	700,000
City of Gresham	Oak Row at Rockwood Townhouses	2,200,000
City of Gresham	Civic Drive Family Housing	2,100,000
Metro Site Acquisition Program (Gresham)	SAP - Gresham Civic NE Parcel	2,950,000
City of Gresham	Myrtlewood Way	3,800,000
City of Hillsboro	The Dolores	10,500,000
City of Portland	Hollywood Hub	29,084,328
City of Portland	Barbur Apartments	22,519,248
City of Portland	Carter Commons	5,800,000
City of Portland	Strong Site	11,250,000
City of Portland	Abbey Townhomes	1,200,000
City of Portland	Portland Value Inn	6,155,974
Metro Site Acquisition Program (Portland)	SAP - Portland Value Inn	7,336,006
City of Portland	Carey Boulevard	6,087,267
City of Portland	73rd and Foster (PSH)	2,482,340
City of Portland	73rd and Foster	550,000
City of Portland	Gooseberry Trails	5,451,773
City of Portland	PCC Southeast	2,649,254
Washington County	Woodland Hearth	9,450,000
Total		\$ 198,120,735

K. LEASES

1. Lease Receivable

The following changes occurred during fiscal year 2024 in lease receivable:

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024
Governmental activities:				
Restaurant building lease; interest at 2%, principal and interest from \$6,095 to \$8,042 monthly, final payments due 2037	\$ 1,058,091	-	(53,191)	1,004,900
Cell tower land lease; interest at 1%, principal and interest of \$2,057 monthly, final payments due 2026	74,903	-	(24,040)	50,863
Office building sub-lease, interest at 4%, principal and interest of \$8,504 monthly, final payments due 2025	203,652	-	(95,640)	108,012
Parking garage lease, interest at 4%, principal and interest from \$12,750 to \$21,000 monthly, final payments due 2027	-	835,955	(124,669)	711,286
Governmental activities				
Total lease receivable	\$ 1,336,646	835,955	(297,540)	1,875,061

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

Business-type activities:

Theater land leaseback; interest at 3%, principal and interest from \$3,515 monthly, final payments due 2083	\$	1,175,521	-	(7,016)	1,168,505
Business-type activities					
Total lease receivable (1)	\$	1,175,521	-	(7,016)	1,168,505

During the year ended June 30, 2024, Metro recognized \$387,056 in lease revenue and \$57,999 in interest revenue for governmental activities. Additionally, during the year ended June 30, 2024, Metro recognized \$19,122 in lease revenue and \$35,152 in interest revenue for business-type activities. During the fiscal year, there were no inflows of resources related to variable or other payments not previously included in the measurement of the lease receivable.

2. Leases Payable

Metro has entered into various lease agreements to use nonfinancial assets when ownership does not make sense or is feasible. Specific lease agreements include large equipment, buildings, office space, parking lots, and land. The related obligations are presented in the amount equal to the present value of lease payments payable during the remaining lease term. The associated lease assets are presented in Note E as part of Capital Assets. Contract terms range from 1 to 60 years and interest rates used to calculate the net present value range from 1 to 5 percent.

During the fiscal year, there were no outflows of resources related to variable payments not previously included in the measurement of the lease liability. Additionally, there were no associated impairment losses.

Future minimum lease payments under lease agreements and the present value of the net minimum lease payments are shown below as of June 30, 2024:

Governmental activities:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 243,131	1,850
2026	17,730	15
Total Future Payments	\$ 260,861	1,865

Business-type activities:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 554,178	392,298
2026	475,894	378,835
2027	466,960	368,846
2028	477,050	358,755
2029	487,365	348,440
2030-34	2,599,746	1,579,278
2035-39	990,335	1,355,188
2040-44	510,212	1,277,288
2045-49	592,671	1,194,830
2050-54	688,456	1,099,044
2055-59	799,722	987,778
2060-64	928,971	858,530
2065-69	1,079,108	708,392
2070-74	1,253,510	533,991
2075-79	1,456,098	331,402
2080-84	1,450,997	98,168
Total Future Payments	\$ 14,811,273	11,871,063

(1) Due to the netting of the lessee and lessor portions of the Theater Land Lease-Leaseback, the lease receivable and leases payable totals within this footnote do not tie to the Statement of Net Position. The following reconciliation has been prepared in order to illustrate the difference.

Business-type activities:

Lease receivable - government-wide statement of net position	\$ -
Theater land leaseback receivable, netted with leases payable on statement of net position	1,168,505
Total lease receivable per footnote	\$ 1,168,505
Leases payable due within one year - government-wide statement of net position	\$ 546,949
Leases payable due in more than one year - government-wide statement of net position	13,095,819
Theater land leaseback receivable, netted in leases payable on statement of net position	1,168,505
Total leases payable per footnote	\$ 14,811,273

L. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS (SBITA)

Metro has entered into subscription-based information technology arrangements (SBITA) to facilitate cloud computing arrangements and software as a service. Specific SBITAs include computer operating systems, point-of-sale systems, data hosting, and various software such as mapping, event management, asset management, public records, and timekeeping. The related obligations are presented in the amounts equal to the present value of subscription payments, payable during the remaining SBITA term. The associated right to use assets are presented in Note E as part of Capital Assets. Contract terms range from 1 to 5 years and interest rates used to calculate the net present value range from 1 to 5 percent.

During the fiscal year, there were no outflows of resources related to variable payments not previously included in the measurement of the SBITA liability. Additionally, there were no associated impairment losses nor any commitments under SBITAS before the commencement of the subscription term.

Future minimum payments under SBITAs and the present value of the net minimum payments are shown below as of June 30, 2024:

Governmental activities:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 960,829	82,354
2026	881,831	48,050
2027	174,315	14,490
2028	183,467	7,475
Total Future Payments	\$ 2,200,442	152,369

Business-type activities:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 286,819	16,611
2026	44,820	2,812
2027	47,612	1,448
Total Future Payments	\$ 379,251	20,871

M. BONDS PAYABLE

Metro issues a variety of long-term debt types to finance capital projects and some capital equipment. The Tax Reform Act of 1986 requires that governmental entities issuing tax-exempt debt after August 1986 calculate and rebate arbitrage earnings to the federal government. Metro's tax-exempt debt is in compliance with all Internal Revenue Service arbitrage regulations. The government-wide financial statements include a reported arbitrage liability of \$1,050,684 as of June 30, 2024.

The various debt issues are discussed below.

*Governmental Activities***1. 2012A and 2018 Series Natural Areas General Obligation Bonds and 2023 Series General Obligation Refunding Bonds**

In prior years, the region's voters granted authority for a total of \$227.4 million in general obligation bonds to fund activities to acquire and preserve natural areas and stream frontages, maintain and improve water quality, and protect fish and wildlife habitat. Metro issued \$124,295,000 of 2007 Series Natural Areas General Obligation Bonds and an additional \$75,000,000 of 2012A Series bonds. Metro issued \$28,105,000 of Series 2018 bonds which was the final issuance of bonds authorized under the 2006 voter-approved measure.

In prior years, Metro issued \$57,955,000 of General Obligation Refunding Bonds, Series 2014 to refund all callable outstanding 2007 Series Natural Areas General Obligation Bonds. The defeased bonds have been called and paid and the escrow account for the defeasance is closed.

In prior years, Metro issued \$26,568,048 of General Obligation Refunding Bonds, Series 2023 to refund all callable outstanding 2012A Series Natural Areas General Obligation Bonds. The net proceeds were used to purchase U.S. government securities. Those securities were deposited in an irrevocable trust with an escrow agent until the bonds' optional redemption date of July 27, 2023. As a result of these actions, the callable portion of the 2012A Series bonds are considered defeased and the liability for these bonds has been removed from the government-wide statement of net position. The remaining non-callable bonds will be paid as originally scheduled. The Series 2023 refunding bond was a single issuance which has been further broken out by Metro between Natural Areas and Oregon Zoo Infrastructure and Animal Welfare for consistency purposes. See Note IV.M.2 for Oregon Zoo Infrastructure and Animal Welfare portion of Series 2023 refunding bond.

The bonds are to be repaid with proceeds of Metro's *ad valorem* property tax levied each year. Interest rates on individual bonds range from 3.96 percent to 5.0 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	2012A Series		2018 Series		2023 Series	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	\$ -	240,403	2,280,000	236,500	16,767,038	663,975
2026	3,107,000	240,403	2,450,000	122,500	-	-
	3,107,000	480,806	4,730,000	359,000	16,767,038	663,975
Unamortized premium	247,227		615,735		-	
Per statement of net position	\$ 3,354,227		5,345,735		16,767,038	

2. 2012A and 2018 Series Oregon Zoo Infrastructure and Animal Welfare General Obligation Bonds and 2023 Series General Obligation Refunding Bonds

In prior years, the region's voters granted authority for a total of \$125 million in general obligation bonds to fund Oregon Zoo capital projects to protect animal health and safety, conserve and recycle water and to improve access to conservation education. The first and second series of this bond, issued as taxable Build America Bonds (BABs), for \$5,000,000 and \$15,000,000 were issued and paid off in prior fiscal years. Also in prior years, Metro issued \$65,000,000 of 2012A Series bonds and \$30,000,000 of 2016 Series bonds. Metro issued \$10,000,000 of Series 2018 bonds which was the final issuance of bonds authorized under the 2008 voter-approved measure.

In prior years, Metro issued \$14,305,572 of General Obligation Refunding Bonds, Series 2023 to refund all callable outstanding 2012A Series Oregon Zoo Infrastructure and Animal Welfare General Obligation Bonds. The net proceeds were used to purchase U.S. government securities. Those securities were deposited in an irrevocable trust with an escrow agent until the bonds' optional redemption date of July 27, 2023. As a result of these actions, the callable portion of the 2012A Series bonds are considered defeased and the liability for these bonds has been

removed from the government-wide statement of net position. The remaining non-callable bonds will be paid as originally scheduled. The Series 2023 refunding bond was a single issuance which has been further broken out by Metro between Natural Areas and Oregon Zoo Infrastructure and Animal Welfare for consistency purposes.

The bonds are to be repaid with proceeds of Metro's *ad valorem* property tax levied each year. Interest rates on individual bonds range from 3.0 percent to 5.0 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	2012A Series		2018 Series		2023 Series	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	\$ -	129,448	1,060,000	240,750	9,028,405	357,525
2026	1,673,000	129,448	1,150,000	187,750	-	-
2027	-	178,650	1,250,000	130,250	-	-
2028	5,955,000	178,650	1,355,000	67,750	-	-
	7,628,000	616,196	4,815,000	626,500	9,028,405	357,525
Unamortized premium	777,065		589,627		-	
Per statement of net position	<u>\$ 8,405,065</u>		<u>5,404,627</u>		<u>9,028,405</u>	

3. 2019 Series Affordable Housing General Obligation Bonds

On November 6, 2018, the region's voters granted authority for a total of \$652.8 million in general obligation bonds to fund affordable housing projects for low-income families, seniors, veterans and people with disabilities in the Metro region which includes Washington, Clackamas, and Multnomah counties. On May 15, 2019, Metro issued \$652,800,000 of federally taxable Series 2019 bonds authorized under the 2018 voter-approved measure.

The bonds are to be repaid with proceeds of Metro's *ad valorem* property tax levied each year. Interest rates on individual bonds range from 3.0 percent to 3.5 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 21,465,000	18,897,904
2026	23,425,000	18,146,629
2027	25,435,000	17,385,316
2028	27,545,000	16,558,679
2029	29,765,000	15,663,466
2030-34	185,165,000	63,241,784
2035-39	259,690,000	28,278,800
	572,490,000	178,172,578
Unamortized premium	1,957,714	
Per statement of net position	<u>\$ 574,447,714</u>	

4. Full Faith and Credit Bonds 2018 Series

On May 24, 2018, Metro issued \$13,290,000 of Full Faith and Credit Bonds, Series 2018 to fund renovations, upgrades and repairs to the existing Metro Regional Center (MRC) building. The MRC building projects include exterior and interior replacements and upgrades and Information Services infrastructure.

The bonds are payable from existing Metro revenues which includes assessments on departments to pay for their share of the MRC building upgrade costs along with other General Fund revenues. Interest rates on individual bonds range from 3.0 percent to 5.0 percent.

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 1,115,000	533,450
2026	1,170,000	477,700
2027	1,230,000	419,200
2028	1,290,000	357,700
2029	1,355,000	293,200
2030-33	6,070,000	522,550
	12,230,000	2,603,800
Unamortized premium	1,088,877	
Per statement of net position	\$ 13,318,877	

5. Dedicated Tax Revenue Bonds OCC Hotel Project 2017 Series

On August 8, 2017, Metro issued \$52,260,000 in Dedicated Tax Revenue Bonds, Oregon Convention Center Hotel project, Series 2017, to fund a contribution to the construction of a 600-room hotel adjacent to the OCC, a project to assist in marketing the OCC for national conventions.

Metro negotiated with a development partner who committed to design and construct the hotel which was finished in 2022. The developer and operator provided approximately \$166 million of the estimated \$240 million cost. As part of the Development and Financing Agreement, Metro committed to provide a portion of the funding, consisting of the revenue bonds, \$4 million contributed by the MERC Proprietary Fund and \$10 million received previously from the State of Oregon lottery funds. Metro has transferred these funding sources to the developer.

The bonds are backed by site specific transient lodging tax revenue. Interest rates on individual bonds range from 3.0 percent to 5.0 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 1,105,000	2,291,000
2026	1,160,000	2,235,750
2027	1,220,000	2,177,750
2028	1,280,000	2,116,750
2029	1,345,000	2,052,750
2030-34	7,800,000	9,185,500
2035-39	9,955,000	7,030,500
2040-44	12,705,000	4,280,000
2045-47	9,250,000	940,000
	45,820,000	32,310,000
Unamortized premium	6,749,725	
Per statement of net position	\$ 52,569,725	

6. Pension Obligation Bonds Metro Limited Tax Series 2005

In prior years, Metro, along with certain other Oregon cities, counties and special districts issued Limited Tax Pension Bonds Series 2005 to finance their PERS unfunded actuarial liabilities. The proceeds of Metro's \$24,290,000 in bonds were paid to PERS and resulted in a new, lower employer contribution rate.

The bonds are to be repaid through assessments on Metro departments in exchange for the lower pension cost. The individual bonds have interest rates ranging from 4.859 percent to 5.004 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 2,210,000	435,598
2026	2,430,000	325,010
2027	2,660,000	203,413
2028	1,405,000	70,306
Per statement of net position	\$ 8,705,000	1,034,327

7. 2020A and 2020B Series Parks and Nature General Obligation Bonds

In May 2020, Metro issued \$200,000,000 of 2020 Series Parks and Nature General Obligation Bonds. The bonds were issued by Metro under authority granted by voters for a total of \$475 million in general obligation bonds to fund programs designed to protect natural areas and connect people to nature. The bonds will be used for protecting clean water for people, fish and wildlife; improving habitat for native fish and wildlife; protecting and restoring culturally significant native plant communities; and improving access to parks and nature.

The bonds are to be repaid with proceeds of Metro's *ad valorem* property tax levied each year. Interest rates on individual bonds range from 1.2 percent to 5.0 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 8,685,000	3,900,921
2026	3,000,000	3,786,279
2027	3,000,000	3,741,279
2028	3,000,000	3,691,779
2029	3,000,000	3,638,979
2030-34	38,280,000	15,319,693
2035-39	60,435,000	6,717,826
2040	14,285,000	374,981
	133,685,000	41,171,737
Unamortized premium	8,656,347	
Per statement of net position	\$ 142,341,347	

Business-type Activities

8. Full Faith and Credit Refunding Bonds 2016 Series

In prior years, Metro issued \$7,385,000 of Full Faith and Credit Refunding Bonds, Series 2016 to refund all callable outstanding 2006 Series Oregon Local Governments Full Faith and Credit Bonds. The defeased bonds have been called and paid and the escrow account for the defeasance is closed.

The bonds are payable from all legally available taxes and other revenues of Metro. Interest rates on individual bonds range from 1.5 percent to 5.0 percent.

Bond principal and interest outstanding at June 30 and the corresponding maturities are:

Fiscal year ending June 30:	Principal	Interest
2025	\$ 1,005,000	15,075
Unamortized premium	38,797	
Per statement of net position	\$ 1,043,797	

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

N. CHANGES IN LONG-TERM LIABILITIES

The following changes occurred during fiscal year 2024 in long-term liabilities:

	Balance July 1, 2023	Additions	Reductions	Balance June 30, 2024	Due Within One Year
Governmental activities:					
Bonds payable:					
General obligation bonds	\$ 807,453,920	-	(55,203,477)	752,250,443	59,285,443
Full faith and credit bonds	13,290,000	-	(1,060,000)	12,230,000	1,115,000
Dedicated tax revenue bonds	46,875,000	-	(1,055,000)	45,820,000	1,105,000
Pension obligation bonds	10,715,000	-	(2,010,000)	8,705,000	2,210,000
Less unamortized amounts:					
For premium or discount	22,572,716	-	(1,890,399)	20,682,317	-
Total bonds payable	900,906,636	-	(61,218,876)	839,687,760	63,715,443
Leases payable	478,343	36,152	(253,634)	260,861	243,131
SBITA payable	787,812	2,078,931	(666,301)	2,200,442	960,829
Pollution remediation obligation	8,940,969	-	(333,345)	8,607,624	-
Total OPEB liability	943,006	517,436	(110,859)	1,349,583	-
Compensated absences	5,064,767	5,974,672	(5,064,767)	5,974,672	4,243,943
Net pension liability	42,075,633	25,062,409	(8,985,139)	58,152,903	-
Governmental activities					
Long-term liabilities	\$ 959,197,166	33,669,600	(76,632,921)	916,233,845	69,163,346
Business-type activities:					
Bonds payable:					
Full faith and credit bonds	\$ 1,970,000	-	(965,000)	1,005,000	1,005,000
Less unamortized amounts:					
For premium or discount	131,909	-	(93,112)	38,797	-
Total bonds payable	2,101,909	-	(1,058,112)	1,043,797	1,005,000
Leases payable	15,929,300	-	(1,118,027)	14,811,273	554,178
SBITA payable	618,702	39,802	(279,253)	379,251	286,819
Post-closure costs payable	2,832,696	-	(943,561)	1,889,135	931,526
Pollution remediation obligation	95,000	-	-	95,000	-
Total OPEB liability	1,236,539	833,468	(109,100)	1,960,907	-
Compensated absences	4,013,211	4,851,520	(4,013,212)	4,851,519	3,122,874
Net pension liability	39,676,509	22,866,757	(8,370,216)	54,173,050	-
Business-type activities					
Long-term liabilities	\$ 66,503,866	28,591,547	(15,891,481)	79,203,932	5,900,397

The internal service fund predominantly serves the governmental funds. Accordingly, long-term liabilities for it are included as part of the above totals for governmental activities. For governmental activities, compensated absences and net pension liabilities are generally liquidated by the General Fund and net other postemployment benefits are charged to the General Fund.

In 1984, a lease-leaseback agreement was entered into for theater land. In a lease-leaseback transaction, each party is a lessor and a lessee. Since each portion of the transaction is with the same counterparty, a right of offset exists. The lease-leaseback is presented net on the Statement of Net Position in accordance with GASB Statement No. 87, *Leases*. As such, the Changes in Long-Term Liabilities footnote total for business-type activities is \$1,168,505 higher than the face of the financials. The difference consists of the June 30, 2024 balance in lease receivable related to the leaseback, which is netted with leases payable on the Statement of Net Position.

Additional note disclosure of the gross amounts of the lease and leaseback provide essential information about the magnitude of each portion of the transaction. See Note K.

O. POST-CLOSURE COST PAYABLE

The St. Johns Landfill was closed for operations in a prior year. Closure and post-closure care costs were originally recognized while the St. Johns Landfill was still in operation based on the then current estimate of total costs to complete such efforts, regardless of when cash disbursements were to be made. Such costs include methane gas and leachate collection systems, final cover, seeding, roads, drainage, groundwater monitoring wells, liner systems, stormwater management, and operations and maintenance costs. State and federal laws and regulations require Metro to perform certain post-closure maintenance and monitoring functions for thirty years after closure. At June 30, 2024, there were 2 years remaining until the post-closure care requirement is completed in fiscal year 2026.

The total post-closure cost of the St. Johns Landfill as of June 30, 2024 is estimated to be \$51,723,035 under current Federal and state regulations, a decrease of \$37,407 in the current fiscal year in the estimated total liability. Actual cost may vary due to inflation or deflation, changes in technology, or changes in regulations. During the fiscal year, Metro paid \$906,154 in closure costs as the closure process continued (\$49,833,900 cumulative to date); reducing the remaining estimated liability to \$1,889,135 at June 30, 2024.

Metro is required by state and federal laws and regulations to provide financial assurance for the coverage of these overall post-closure care estimated costs. Metro is currently providing this financial assurance through an Alternative Financial Assurance Mechanism which has been approved by the Oregon Department of Environmental Quality (DEQ) and consists of its Solid Waste Fund, a post-closure funding guarantee of future revenues to cover these costs and a Landfill Post-Closure Account. Metro is required to submit annual re-certifications of this mechanism and Metro is currently awaiting DEQ approval for this year's annual recertification.

P. POLLUTION REMEDIATION OBLIGATION

Metro follows the requirements of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations* to account for its pollution remediation liabilities. Various Metro properties have pollution remediation obligations where obligating events have occurred and amounts are estimable using the expected cash flows technique.

Governmental Activities

Estimable pollution remediation obligations are present at what is referred to as the Texaco site on McLoughlin Boulevard in Milwaukie, Oregon. DEQ includes this site in the Underground Storage Tank (UST) Cleanup program and the incomplete nature of cleanup activities by the prior owners constitutes an obligating event. Metro entered into a Prospective Purchaser Agreement (PPA) with DEQ which called for the decommissioning of USTs and remediation of soil contamination exceeding DEQ tolerances. Initial remediation work, including UST removal has been completed. Some shallow soil contamination remains. A cost estimate was developed for remaining DEQ oversight costs and cleanup of the remaining soil contamination during future site development work, as notified by DEQ in 2006. The estimated pollution remediation obligation for this site is estimated to be \$2,500, reflected in governmental activities on the government-wide statement of net position.

Other Metro properties fall within the Initial Study Area of the Portland Harbor Superfund site adjacent to the Portland Harbor. The area has been under investigation by the Lower Willamette Group (LWG) under a 2001 Environmental Protection Agency (EPA) Administrative Order on Consent. For the entire Portland Harbor Superfund site, the LWG has been conducting a remedial investigation in the Willamette River (in water) since 2001 with oversight from EPA. EPA issued a Record of Decision outlining the Selected Remedy in January 2017, which includes dredging, capping, and enhanced natural recovery, estimated to take 13 years to complete. Costs associated with investigations and studies as they pertain to Metro properties and the allocation of such costs among potentially responsible parties (PRPs) are still being determined. The PRPs have engaged an allocator to

develop a method for allocation of costs associated with the remedial investigation and feasibility study. Based upon the uncertainty of the Portland Harbor Superfund site remediation and allocation approach, pollution remediation obligations for the in-water remedy at Willamette Cove are not considered estimable. For the upland portion of the site, Metro's current share of the pollution remediation obligation is estimated to be \$9,445,000 including the added costs of the contingency remedy committed to by Metro Council during July 2022. During the fiscal year, Metro paid \$333,345 in remediation costs toward this liability. The remaining liability of \$8,605,124 is reflected in governmental activities on the government-wide statement of net position.

Business-type Activities

At the St. Johns Landfill, work associated with pollution remediation for sediment located adjacent to the landfill levees and potentially shallow groundwater includes: completion of a remedial investigation (RI)/feasibility study (FS) and remedial design; remedial action implementation; and remedial action performance monitoring. The work associated with the RI has been completed and the final RI report has been accepted by DEQ. The work associated with the FS component was completed during fiscal year 2013. DEQ signed and issued a Record of Decision on July 9, 2014, which includes DEQ's selected remedial action. Work going forward is based on the Draft Remedial Action Work Plan (RAWP) for implementation of the preferred alternative which calls for activated carbon pellets to be spread across the sediment surface in the risk-based areas. Metro has elected to expand the treatment area to provide greater coverage of the Westside Mud Flat to reduce uncertainty. Metro received DEQ approval and certification of these results during the fiscal year ended June 30, 2022. There is no liability related to this site recorded as of June 30, 2024.

For Metro Central Station, Metro received a request from the EPA and recommendation from DEQ to perform an expanded Preliminary Assessment. Metro then entered into an agreement with DEQ regarding the source control evaluation for the property. Metro has contracted with AECOM to update the station's stormwater treatment system to satisfy Tier 2 correction actions related to the DEQ's recommendation. Site improvements have been completed and Metro received approval from the City of Portland during the fiscal year ended June 30, 2023. There is no liability related to this site recorded as of June 30, 2024.

Current information on estimable pollution remediation obligations at Expo, which is adjacent to a designated Superfund site, is limited. Therefore, the cost associated with work beyond the initial preliminary study is not yet estimable. The pollution remediation obligation estimate for the DEQ recommended preliminary assessment, which is recorded in the MERC Fund, is \$95,000.

The total pollution remediation obligation on the government-wide statement of net position for governmental activities is \$8,607,624 and for business-type activities \$95,000.

Q. FUND BALANCE CLASSIFICATIONS

Fund balance classifications as presented on the governmental funds balance sheet are further detailed below:

	General Fund	Parks and Nature Operating Fund	Affordable Housing Special Revenue Fund	Supportive Housing Services Revenue Fund	General Obligation Bond Debt Service Fund	Major Capital Projects Funds			Total
						Natural Areas Fund	Parks and Nature Bond Fund	Other Funds	
Fund balances:									
Nonspendable:									
Not in spendable form:									
Prepaid items	\$ 362,735	75,262	1,542	3,796	-	-	-	408	443,743
Advances	-	-	53,991,768	295,102,995	-	-	-	-	349,094,763
Corpus of permanent fund	-	-	-	-	-	-	-	747,747	747,747
Total nonspendable	362,735	75,262	53,993,310	295,106,791	-	-	-	748,155	350,286,253
Restricted for:									
Construction excise tax for									
development planning	20,472,000	-	-	-	-	-	-	-	20,472,000
TOD projects	25,683,520	-	-	-	-	-	-	-	25,683,520
Planning IGA	6,192,201	-	-	-	-	-	-	-	6,192,201
Glendoveer capital	1,635,629	-	-	-	-	-	-	-	1,635,629
Parks and Natural Areas	-	6,985,089	-	-	-	-	-	-	6,985,089
Debt service on bonds	3,360,970	-	-	-	4,778,602	-	-	-	8,139,572
Smith & Bybee Wetlands mgmt plan	-	-	-	-	-	-	-	1,015,307	1,015,307
Community Enhancement	491,194	-	-	-	-	-	-	1,072,468	1,563,662
Willamette Falls Legacy project	16,017,600	-	-	-	-	-	-	-	16,017,600
Affordable Housing	-	-	339,373,570	-	-	-	-	-	339,373,570
Supportive Housing Services	-	-	-	81,550,444	-	-	-	-	81,550,444
Capital projects:									
Bond funded programs	774,307	-	-	-	-	-	134,285,304	-	135,059,611
Total restricted	74,627,421	6,985,089	339,373,570	81,550,444	4,778,602	-	134,285,304	2,087,775	643,688,205
Committed to:									
TOD projects	9,743,146	-	-	-	-	-	-	-	9,743,146
Total committed	9,743,146	-	-	-	-	-	-	-	9,743,146
Assigned to:									
Encumbered fund balance	736,000	-	-	-	-	-	-	-	736,000
Parks cemetery	317,324	-	-	-	-	-	-	16,112	333,436
Glendoveer	-	668,685	-	-	-	-	-	-	668,685
Total assigned	1,053,324	668,685	-	-	-	-	-	16,112	1,738,121
Unassigned	45,707,486	-	-	-	-	-	-	-	45,707,486
Total fund balances	\$ 131,494,112	7,729,036	393,366,880	376,657,235	4,778,602	-	134,285,304	2,852,042	1,051,163,211

R. INTERFUND RECEIVABLES, PAYABLES, AND TRANSFERS

Interfund balances at June 30, 2024 were due to the consolidation of internal service fund activities for the government-wide statements of \$4,221,258.

Interfund transfers for the fiscal year by fund were:

<i>Transfers out</i>	<i>Transfers in</i>					<i>Total</i>
	<i>General</i>	<i>Natural Areas</i>	<i>Parks and Nature Bond</i>	<i>Parks and Nature Operating</i>	<i>Oregon Zoo</i>	
General	\$ -	11	209,813	4,000,000	17,000,000	21,209,824
Parks and Nature Operating	741,320	-	-	-	-	741,320
Affordable Housing	17,397	-	-	-	-	17,397
Supportive Housing Services	50,081	-	-	-	-	50,081
Parks and Nature Bond	108,635	-	-	-	-	108,635
Cemetery Perpetual Care	7,430	-	-	-	-	7,430
Solid Waste	534,904	-	-	-	-	534,904
Oregon Zoo	502,241	-	-	-	-	502,241
MERC	527,691	-	-	-	-	527,691
Risk Management	10,858	-	-	-	-	10,858
Total	\$ 2,500,557	11	209,813	4,000,000	17,000,000	23,710,381

The transfers detailed above are transfers of resources from one fund to another that are not based upon a cost allocation plan or any expectation of payment for services provided, but rather to provide resources for other uses. These include General Fund support to Natural Areas and Parks and Nature Bond for capital project funding, Parks and Nature Operating for operations and maintenance, and to Oregon Zoo for general allocations and renewal and replacement of capital assets.

S. TAX ABATEMENTS

Metro has not entered into any tax abatement programs. However, Metro is subject to tax abatements granted by the three counties in which Metro operates. Metro's abated property taxes total \$13,073,152 for fiscal year 2024. The following two tax abatement programs account for 97 percent of the abated property taxes:

Strategic Investment Program

The Strategic Investment Program (SIP) was adopted by the Oregon legislature in 1993 under ORS 285C.600. The purpose of this program is to attract and keep companies that provide good jobs in Oregon, particularly capital-intensive, high-technology employers. It allows "traded-sector" businesses, such as manufacturing firms, and local governments to negotiate alternative property tax agreements if these businesses are willing to invest at least \$100 million at an urban site or at least \$25 million at a rural location in Oregon. "Traded sector" is defined in Oregon law as "industries in which member firms sell their goods or services into markets for which national and international competition exists." The project must either receive local approval through a custom agreement with the county/city or be located in a pre-established "Strategic Investment Zone."

SIP allows for tax exemptions on project property for fifteen years. In exchange for receiving a property tax exemption, participating firms are required to meet the program requirements set by state statute and the local sponsor (Washington County).

Oregon Enterprise Zone

The Enterprise Zone program (E-Zone) was adopted by the Oregon legislature under ORS 285C.175. The purpose of this program is to encourage business investment through property tax relief, in specific areas of the state. Relevant areas for Metro include Clackamas, Multnomah, and Washington County. In exchange for locating or expanding into an Enterprise Zone, eligible (generally non-retail) businesses receive total exemption from the property taxes normally assessed on new property, plant and equipment. Subject to local authorization, timely filings and criteria the benefits include:

- Construction-in-Process Enterprise Zone Exemption-For up to two years before qualified property is placed in service, it can be exempt from local taxes, which can cover more property than the regular exemption for commercial facilities under construction.
- Three to five consecutive years of full relief from property taxes on qualified property, after it is in service.
- Depending on the zone, local incentives also may be available.

Metro's property tax abatements under these programs for the fiscal year ended June 30, 2024 were:

Tax Abatement Program	Amount of Taxes Abated
SIP	\$ 11,226,000
E-Zone	1,451,103
Subtotal major abatement program	12,677,103
Other immaterial abatement programs	396,049
Total	\$ 13,073,152

T. INSURED RISKS

Metro is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. Metro has established a Risk Management Fund (an internal service fund) to account for risk management activities, including payment of insurance policy premiums, payment of claims, and to finance its uninsured risks of loss. Under this program, the Risk Management Fund provides risk of loss coverage as follows:

- General liability, bodily injury to or property damage of third parties resulting from the negligence of Metro or its employees and errors and omissions risks: these risks are fully covered by the Risk Management Fund. Metro is protected by ORS Chapter 30, the Oregon Tort Claims Act, which contains statutory claim limits of \$830,300 for a single claimant and \$1,660,400 per multiple claimants. These statutory limits are indexed and change every year on July 1. Metro carries an excess liability policy of \$10 million, with a \$1 million deductible, which is intended to insure possible liability outside the Oregon Tort Claims Act.
- Property damage to Metro-owned facilities: this risk is covered with a commercial property insurance policy. The property policy insures \$1,410,675,135 of property values with a \$500,000,000 limit blanket policy and a \$500,000 deductible.
- Workers' compensation, bodily injury or illness to an employee while in the course of employment: this risk is covered through a guaranteed cost program from SAIF Corporation, a commercial carrier, in amounts that meet statutory requirements.

Metro has not experienced settlements in excess of insurance coverage in any of the last three fiscal years. An independent actuary prepared an actuarial valuation and estimate of liabilities for unpaid claims as of June 30, 2024. Claims liabilities are calculated considering the effects of inflation, recent claim settlement trends including frequency and amount of payouts, and other economic and social factors. Metro also monitors risk activity to

Notes to the Financial Statements

For the fiscal year ended June 30, 2024

ensure that proper reserves are maintained. All operating funds of Metro participate in the program and make payments to the Risk Management Fund based upon actuarial estimates of the amounts needed to pay prior and current year claims and to establish sufficient reserves.

The estimated claims liability of \$777,000 reported as accrued self-insurance claims in the Risk Management Fund at June 30, 2024 was established in accordance with the requirements of GASB Statement No. 30, *Risk Financing Omnibus*, which requires that a liability for total estimated claims be reported if information prior to the issuance of the financial statements indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss can be reasonably estimated. Metro considers the liability to be current in nature. Liabilities include an amount for claims that have been incurred but not reported. A portion of the loss reserves have been discounted, using an assumed average investment rate of 1.025 percent in preparing the estimates. Metro does not purchase annuity contracts from commercial insurers to pay any aggregate amount of outstanding claims liabilities.

Changes in Risk Management Fund claims liability for the previous and current fiscal year were:

	Beginning of Fiscal Year Liability	Current Year Claims and Changes in Estimates	Claim Payments	End of Fiscal Year Liability
2022-23	\$ 637,000	431,000	335,000	733,000
2023-24	733,000	133,000	89,000	777,000

U. CONTINGENT LIABILITIES

1. Reviews by Grantor Agencies

Grant costs are subject to review by the grantor agencies. Any costs disallowed as the result of the review would be borne by Metro and may require the return of such amount to the grantor agency. Should costs be disallowed on a grant for which Metro acts in a pass-through capacity, Metro should be able to require repayment of amounts disallowed from the subgrantees.

2. Legal Matters

Metro is involved as a defendant in several claims and disputes that are normal to Metro's activities. Management intends to vigorously contest these matters and does not believe their ultimate resolution will have a material effect upon its financial position or operations.

Required Supplementary Information

METRO | Annual Comprehensive Financial Report 2024

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual

General Fund

Special Revenue Funds

Parks and Nature Operating Fund

Affordable Housing Fund

Supportive Housing Services Fund

Postemployment benefits other than pensions Retirement Health Insurance Account

Schedule of Agency's Proportionate Share of the Net OPEB Liability (Asset)

Schedule of Agency's Contributions

Postemployment benefits other than pensions Implicit Rate Subsidy

Schedule of Agency's Changes in Total OPEB Liability and Related Ratios

Oregon Public Employees Retirement System, Pension Plan

Schedule of Agency's Proportionate Share of Net Pension Liability

Schedule of Agency's Contributions

Notes to Required Supplementary Information

METRO
General Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts			
	Original	Final	Actual Amounts	Variance with final budget
REVENUES				
Program revenues:				
Charges for services:				
Government fees	\$ 2,000	2,000	6,185	4,185
Other fees	1,262,484	1,262,484	1,056,340	(206,144)
Internal charges for services	2,249,628	2,249,628	1,300,357	(949,271)
Licenses and permits	596,000	596,000	556,105	(39,895)
Miscellaneous revenue	2,546,179	2,546,179	3,370,680	824,501
Operating grants and contributions:				
Grants	14,568,680	19,651,338	13,722,613	(5,928,725)
Local government shared revenue	222,456	222,456	214,342	(8,114)
Government contributions	3,708,384	3,708,384	3,600,373	(108,011)
General revenues:				
Taxes:				
Property taxes	19,167,159	19,167,159	19,944,171	777,012
Excise taxes	20,163,930	20,163,930	20,121,244	(42,686)
Construction excise tax	3,608,000	3,608,000	3,782,940	174,940
Investment income	832,300	832,300	3,429,966	2,597,666
Total revenues	68,927,200	74,009,858	71,105,316	(2,904,542)
EXPENDITURES				
Council	10,801,167	11,036,167	10,467,022	569,145
Capital Asset Management	7,201,873	7,387,558	6,385,628	1,001,930
Communications	6,983,176	6,833,900	6,068,257	765,643
Diversity, equity and inclusion	3,068,733	3,068,733	2,283,496	785,237
Finance and regulatory services	12,182,199	12,265,741	11,594,654	671,087
Housing	425,000	425,000	226,628	198,372
Human resources	6,310,038	6,560,038	6,230,286	329,752
Information services	8,418,288	8,567,564	7,855,763	711,801
Office of the auditor	1,134,921	1,184,921	1,076,664	108,257
Office of Metro attorney	3,793,283	3,996,283	3,857,880	138,403
Planning, development and research	40,000,835	45,070,214	24,617,373	20,452,841
Special appropriations	1,957,111	2,007,111	1,618,312	388,799
Non-departmental:				
Debt service	2,546,179	2,546,179	2,546,179	-
Contingency	23,158,907	22,300,644	-	22,300,644
Total expenditures	127,981,710	133,250,053	84,828,142	48,421,911
Revenues over (under) expenditures	(59,054,510)	(59,240,195)	(13,722,826)	45,517,369
OTHER FINANCING SOURCES (USES)				
Sale of capital assets	-	-	2,100	2,100
Transfers in	44,227,749	44,413,434	43,900,007	(513,427)
Transfers out	(26,694,190)	(26,694,190)	(25,294,190)	1,400,000
Total other financing sources (uses)	17,533,559	17,719,244	18,607,917	888,673

(Continued)

METRO
General Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting), *continued*
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
Revenues and other sources over (under) expenditures and other uses	\$ (41,520,951)	(41,520,951)	4,885,091	46,406,042
Beginning fund balance available for appropriation - July 1, 2023	68,691,007	68,691,007	85,080,592	16,389,585
Unappropriated ending fund balance - June 30, 2024	\$ 27,170,056	27,170,056	89,965,683	62,795,627
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting:				
General Fund, as presented above			\$ 4,885,091	
General Revenue Bond Fund-General			25,969	
General Asset Management Fund			(91,760)	
Additional (decrease to) revenues required by Governmental GAAP:				
Adjustment to value investments at fair value			1,019,040	
Adjustment to value lessor arrangements at present value			45,373	
Accrual of interest receivable on TOD loans			3,650	
Decrease to (additional) expenses required by Governmental GAAP:				
Loss on sale of assets held for resale			(501,800)	
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds			\$ 5,385,563	

METRO
Parks and Nature Operating Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts			Variance with final budget
	Original	Final	Actual Amounts	
REVENUES				
Program revenues:				
Charges for services:				
Government fees	\$ 16,000	16,000	11,895	(4,105)
Culture and recreation fees	4,557,423	4,907,423	5,341,570	434,147
Other fees	1,139,779	1,139,779	1,405,935	266,156
Miscellaneous revenue	100,000	100,000	116,459	16,459
Operating grants and contributions:				
Grants	15,200	15,200	261,844	246,644
Local government shared revenue	555,000	555,000	610,362	55,362
Government contributions	150,000	350,000	7,190	(342,810)
Capital grants and contributions:				
Capital contributions and donations	-	-	(13,400)	(13,400)
General revenues:				
Taxes:				
Property taxes	18,398,316	18,398,316	18,816,965	418,649
Investment income	181,000	181,000	470,851	289,851
Total revenues	25,112,718	25,662,718	27,029,671	1,366,953
EXPENDITURES				
Parks and nature	29,291,134	29,991,134	28,275,724	1,715,410
Contingency	8,025,138	8,136,793	-	8,136,793
Total expenditures	37,316,272	38,127,927	28,275,724	9,852,203
Revenues over (under) expenditures	(12,203,554)	(12,465,209)	(1,246,053)	11,219,156
OTHER FINANCING SOURCES (USES)				
Transfers in	5,337,160	5,598,815	4,193,470	1,405,345
Transfers out	(5,933,606)	(5,933,606)	(5,933,606)	-
Total other financing sources (uses)	(596,446)	(334,791)	(1,740,136)	1,405,345
Revenues and other sources over (under) expenditures and other uses	(12,800,000)	(12,800,000)	(2,986,189)	12,624,501
Beginning fund balance available for appropriation - July 1, 2023	13,500,000	13,500,000	10,780,056	(2,719,944)
Unappropriated ending fund balance - June 30, 2024	\$ 700,000	700,000	7,793,867	9,904,557

Reconciliation to Governmental GAAP basis:

Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above	\$ (2,986,189)
Additional (decrease to) revenue required by Governmental GAAP:	
Adjustment to value lessor arrangements at present value	46,086
Adjustment to value investments at fair value	203,023
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds	\$ (2,737,080)

METRO
Affordable Housing Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Investment income	\$ 3,800,000	3,800,000	14,644,134	10,844,134
Total revenues	3,800,000	3,800,000	14,644,134	10,844,134
EXPENDITURES				
Housing	245,531,224	245,531,224	89,973,357	155,557,867
Contingency	50,037,601	50,037,601	-	50,037,601
Total expenditures	295,568,825	295,568,825	89,973,357	205,595,468
Revenues over (under) expenditures	(291,768,825)	(291,768,825)	(75,329,223)	216,439,602
OTHER FINANCING SOURCES (USES)				
Transfers out	(1,331,844)	(1,331,844)	(1,331,844)	-
Total other financing sources (uses)	(1,331,844)	(1,331,844)	(1,331,844)	-
Revenues and other sources over (under) expenditures and other uses	(293,100,669)	(293,100,669)	(76,661,067)	216,439,602
Beginning fund balance available for appropriation - July 1, 2023	443,533,044	443,533,044	459,829,534	16,296,490
Unappropriated ending fund balance - June 30, 2024	\$ 150,432,375	150,432,375	383,168,467	232,736,092
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above			\$ (76,661,067)	
Additional (decrease to) revenue required by Governmental GAAP:				
Adjustment to value investments at fair value			3,991,542	
Budget requirements not qualifying as expenses under Governmental GAAP:				
Purchase of assets held for resale			2,452,795	
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds			\$ (70,216,730)	

METRO
Supportive Housing Services Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Taxes:				
Business income taxes	\$ 117,050,000	117,050,000	143,465,045	26,415,045
Personal income taxes	117,050,000	117,050,000	191,670,975	74,620,975
Investment income	300,000	300,000	1,681,988	1,381,988
Total revenues	234,400,000	234,400,000	336,818,008	102,418,008
EXPENDITURES				
Supportive housing	231,659,281	342,977,937	310,567,665	32,410,272
Contingency	188,288,624	76,969,968	-	76,969,968
Total expenditures	419,947,905	419,947,905	310,567,665	109,380,240
Revenues over (under) expenditures	(185,547,905)	(185,547,905)	26,250,343	211,798,248
OTHER FINANCING SOURCES (USES)				
Transfers out	(3,370,894)	(3,370,894)	(3,370,894)	-
Total other financing sources (uses)	(3,370,894)	(3,370,894)	(3,370,894)	-
Revenues and other sources over (under) expenditures and other uses	(188,918,799)	(188,918,799)	22,879,449	211,798,248
Beginning fund balance available for appropriation - July 1, 2023	188,918,799	188,918,799	354,271,744	165,352,945
Unappropriated ending fund balance - June 30, 2024	\$ -	-	377,151,193	377,151,193

Reconciliation to Governmental GAAP basis:

Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above	\$ 22,879,449
Additional (decrease to) revenue required by Governmental GAAP:	
Adjustment to value investments at fair value	44,664
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds	\$ 22,924,113

METRO
Schedule of Agency's Proportionate Share of the Net OPEB Liability (Asset)
Oregon Public Employees' Retirement System, Retirement Health Insurance Account
Last Eight Fiscal Years

	2017	2018	2019	2020	2021	2022	2023	2024
Metro's proportion of the net OPEB liability (asset)	0.6214%	0.6037%	0.6165%	0.6388%	0.3558%	0.3828%	0.5113%	0.4731%
Metro's proportionate share of the net OPEB liability (asset)	\$ 168,747	(251,939)	(688,163)	(1,234,363)	(724,882)	(1,314,537)	(1,816,656)	(1,732,202)
Metro's covered payroll**	\$60,051,593	62,262,783	66,236,964	69,412,840	70,340,490	60,103,526	70,193,764	82,310,557
Metro's proportionate share of the net OPEB liability (asset) as a percentage of its covered payroll	0.3%	-0.4%	-1.0%	-1.8%	-1.0%	-2.2%	-2.6%	-2.1%
Plan fiduciary net position as a percentage of the total OPEB liability	94.2%	108.9%	124.0%	144.4%	150.1%	183.9%	194.6%	201.6%

This schedule is presented to illustrate Metro's proportionate share of net OPEB liability over the last 10 years. However, until a full 10-year trend is compiled, Metro presents information for those years for which information is available.

**As of measurement date which is one year in arrears.

METRO
Schedule of Agency's Contributions
Oregon Public Employees' Retirement System, Retirement Health Insurance Account
Last Eight Fiscal Years

	2017	2018	2019	2020	2021	2022	2023	2024
Contractually required contribution	\$ 317,059	298,503	316,595	25,405	10,242	12,601	9,322	445
Contributions in relation to the contractually required contribution	317,059	298,503	316,595	25,405	10,242	12,601	9,322	445
Contribution deficiency (excess)	\$ -	-	-	-	-	-	-	-
Metro's covered payroll	\$ 62,262,783	66,236,964	69,412,840	70,340,490	60,103,526	70,193,764	82,310,557	99,638,887
Contribution as a percentage of covered payroll	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

This schedule is presented to illustrate Metro's OPEB contributions over the last 10 years. However, until a full 10-year trend is compiled, Metro presents information for those years for which information is available.

METRO
Schedule of Agency's Changes in Total OPEB Liability and Related Ratios
Implicit Rate Subsidy Plan
Last Seven Fiscal Years

Total OPEB Liability	2018	2019	2020	2021	2022	2023	2024
Service cost	\$ 188,084	176,683	177,807	202,330	246,402	158,498	131,253
Interest on total OPEB liability	83,594	102,623	113,004	109,231	78,204	51,984	79,814
Changes of assumptions or other inputs	(168,115)	(66,972)	47,547	200,089	(708,759)	(227,787)	724,983
Economic/demographic gains or losses	-	-	(16,637)	-	(533,513)	-	308,189
Benefit payments	(162,251)	(155,404)	(164,866)	(125,359)	(150,368)	(102,095)	(113,294)
Net change in total OPEB liability	(58,688)	56,930	156,855	386,291	(1,068,034)	(119,400)	1,130,945
Total OPEB liability, beginning of year	2,825,591	2,766,903	2,823,833	2,980,688	3,366,979	2,298,945	2,179,545
Total OPEB liability, end of year	<u>\$ 2,766,903</u>	<u>2,823,833</u>	<u>2,980,688</u>	<u>3,366,979</u>	<u>2,298,945</u>	<u>2,179,545</u>	<u>3,310,490</u>
Metro's covered-employee payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total OPEB liability as a percentage of covered-employee payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A

This schedule is presented to illustrate Metro's changes in total OPEB liability over the last 10 years.

However, until a full 10-year trend is compiled, Metro presents information for those years for which information is available.

METRO
Schedule of Agency's Proportionate Share of Net Pension Liability
Oregon Public Employees' Retirement System, Pension Plan
Last Ten Fiscal Years

	2015	2016	2017
Metro's proportion of the net pension liability (asset)	0.5139474%	0.5501435%	0.5465773%
Metro's proportionate share of the net pension liability (asset)	\$ (11,649,721)	31,586,277	82,053,939
Metro's covered payroll**	\$ 52,521,307	55,726,726	60,051,593
Metro's proportionate share of the net pension liability (asset) as a percentage covered payroll	-22.2%	56.7%	136.6%
Plan fiduciary net position as a percentage of the total pension liability	103.6%	91.9%	80.5%

**As of measurement date which is one year in arrears.

2018	2019	2020	2021	2022	2023	2024
0.5920128%	0.5989718%	0.6323848%	0.6394909%	0.6525487%	0.5339088%	0.5996895%
79,803,544	90,736,337	109,387,421	139,558,908	78,087,113	81,752,142	112,325,953
62,262,783	66,236,964	69,412,840	70,340,490	60,103,526	70,193,764	82,310,557
128.2%	137.0%	157.6%	198.4%	129.9%	116.5%	136.5%
83.1%	82.1%	80.2%	75.8%	87.6%	84.5%	81.7%

METRO
Schedule of Agency's Contributions
Oregon Public Employees' Retirement System, Pension Plan
Last Ten Fiscal Years

	2015	2016	2017
Contractually required contribution	\$ 4,062,684	4,729,515	5,315,109
Contributions in relation to the contractually required contribution	4,062,684	4,729,515	5,315,109
Contribution deficiency (excess)	<u>\$ -</u>	<u>-</u>	<u>-</u>
Metro's covered Payroll	<u>\$ 55,726,726</u>	<u>60,051,593</u>	<u>62,262,783</u>
Contribution as a percentage of covered payroll	7.3%	7.9%	8.5%

2018	2019	2020	2021	2022	2023	2024
7,594,605	8,097,797	11,296,142	9,591,373	12,296,540	15,167,944	17,355,356
7,594,605	8,097,797	11,296,142	9,591,373	12,296,540	15,167,944	17,355,356
-	-	-	-	-	-	-
66,236,964	69,412,840	70,340,490	60,103,526	70,193,764	82,310,557	99,638,887
11.5%	11.7%	16.1%	16.0%	17.5%	18.4%	17.4%

METRO
Notes to Required Supplementary Information
For the fiscal year ended June 30, 2024

BUDGETARY INFORMATION**1. BUDGETS**

A budget is prepared for each fund in accordance with the modified accrual basis of accounting and legal requirements set forth in the Oregon Local Budget Law. This basis differs from GAAP. The Council adopts the original budget for all funds by resolution prior to the beginning of Metro's fiscal year. The resolution authorizing appropriations for each fund sets the level by which expenditures cannot legally exceed appropriations. The legal level of control for each fund is set by department, with separate designations within the fund for the categories of debt service, interfund transfers and contingency.

The General Revenue Bond Fund is a budgetary fund comprised of two components that are separated and combined with other budgetary funds for reporting under GAAP. The General Asset Management Fund is a budgetary fund that is combined with the General Fund for reporting under GAAP. The Oregon Zoo Asset Management Fund is a budgetary fund that is combined with the Oregon Zoo Operating Fund for reporting under GAAP.

The detail budget document is required to contain more specific, detailed information about the aforementioned expenditure categories. Appropriations that have not been expended at year-end lapse and subsequent actual expenditures are charged against ensuing year appropriations. Encumbrances are recorded in Metro's internal accounting records for management reporting and control. Encumbrances are closed at June 30 and re-established in the ensuing fiscal year against appropriations for that year.

Unexpected additional resources and budget revisions may be added to the budget through the use of a supplemental budget or by a resolution passed by the Council amending the budget. A supplemental budget requires hearings before the public, publication in newspapers and approval by the Council. Original, amended and supplemental budgets may be modified by the use of appropriation transfers between the levels of control, with approval of the Council. Management may amend the budget within the appropriated levels of control without Council approval.

2. RECONCILIATION OF BASIS OF BUDGETING TO GAAP BASIS

Oregon Local Budget Law, as adopted by Metro, requires accounting for certain transactions to be on a basis other than GAAP. The Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual (Non-GAAP Basis of Budgeting) for each fund as presented in supplementary information is presented on the basis of budgeting and is adjusted to the GAAP basis for presentation in the Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds. The accounting for the reclassification of interfund transfers as operating transactions causes no difference between the excess of revenues and other sources over expenditures and other uses on the basis of budgeting and such amounts on a GAAP basis. Other reconciliations as necessary are presented on the face of the budgetary schedules.

PENSION PLAN INFORMATION**1. CHANGES IN BENEFIT TERMS**

The 2013 Oregon Legislature made a series of changes to PERS that lowered projected future benefit payments from the System. These changes included reductions to future Cost of Living Adjustments (COLA) made through Senate Bills 822 and 861. Senate Bill 822 also required the contribution rates scheduled to be in effect from July 2013 to June 2015 to be reduced. The Oregon Supreme Court decision in *Moro vs. State of Oregon*, issued on April 30, 2015, reversed a significant portion of the reductions the 2013 Oregon Legislature made to future

System Cost of Living Adjustments (COLA) through Senate Bills 822 and 861. This reversal increased the total pension liability as of June 30, 2015 compared to June 30, 2014 pension liability.

2. CHANGES IN ASSUMPTIONS

The PERS Board adopted assumption changes that were used to measure the June 30, 2016 total pension liability and June 30, 2018 total pension liability. For June 30, 2016, the changes included the lowering of the long-term expected rate of return to 7.50 percent and lowering of the assumed inflation to 2.50 percent. For June 30, 2018, the long-term expected rate of return was lowered to 7.20 percent. For June 30, 2021, the long-term expected rate of return was lowered to 6.90 percent, and the inflation rate was lowered from 2.5 to 2.4 percent. In addition, the healthy mortality assumption was changed to reflect an updated mortality improvement scale for all groups, and assumptions were updated for merit increases, unused sick leave, and vacation pay were updated.

OTHER POSTEMPLOYMENT BENEFITS (OPEB) INFORMATION-OREGON PUBLIC EMPLOYEES' RETIREMENT SYSTEM, RETIREMENT HEALTH INSURANCE ACCOUNT

1. CHANGES IN BENEFIT TERMS

There were no changes of benefit terms between the periods shown in the schedules.

There were no changes in the size or composition of the population covered by the benefit terms.

2. CHANGES IN ASSUMPTIONS

The PERS Board adopted assumption changes that were used to measure the June 30, 2021 total OPEB liability. The changes include the lowering of the long-term expected rate of return from 7.20 to 6.90 percent and the inflation rate from 2.5 to 2.4 percent. In addition, the healthy healthcare participation and healthy mortality assumptions were changed to reflect an updated trends and mortality improvement scale for all groups.

OTHER POSTEMPLOYMENT BENEFITS (OPEB) INFORMATION-IMPLICIT RATE SUBSIDY PLAN

1. CHANGES IN BENEFIT TERMS

There were no changes of benefit terms between the periods shown in the schedules.

There were no changes in the size or composition of the population covered by the benefit terms.

2. CHANGES IN ASSUMPTIONS

In the July 1, 2023 actuarial valuation, the OPEB liability discount rate increased from 3.54 percent to 3.65 percent for results as of the June 30, 2023 measurement date. In the July 1, 2023 actuarial valuation, expected claims and premiums were updated to reflect changes in available benefits and premium levels. Expected retiree and dependent costs were updated to reflect current health care cost guidelines. In the July 1, 2023 actuarial valuation, the Health Care Cost Trend was revised to reflect recent economic conditions. In the July 1, 2023 actuarial valuation, the mortality, retirement and withdrawal rates were updated to reflect assumptions used in the Oregon December 31, 2022 actuarial valuation.

3. ASSETS IN TRUST

There are no assets accumulated in a trust that meets the criteria of GASB 75 to pay related benefits.



Other Supplementary Information

METRO | Annual Comprehensive Financial Report 2024

Combining Statements

Nonmajor Governmental Funds

Budgetary Comparison Schedules

Other Major Governmental Funds

Nonmajor Governmental Funds

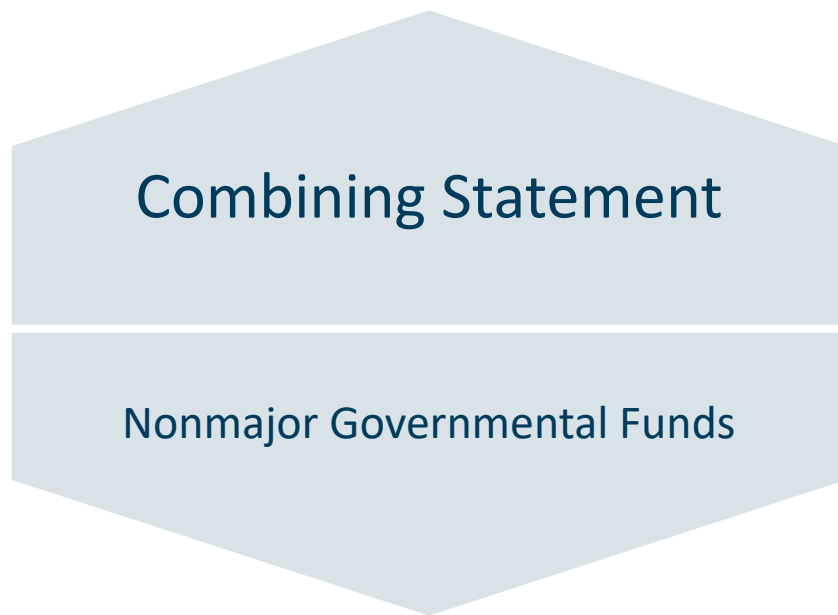
Proprietary Funds

Other Budgetary Funds



A large, solid dark blue hexagon is centered on the page. Inside the hexagon, the text "Combining Statements" is written in a white, bold, sans-serif font.

Combining Statements



Special Revenue Funds

Smith and Bybee Wetlands Fund

This fund accounts for development and management of the Smith and Bybee Wetlands Natural Resource Management plan, which calls for Smith and Bybee Wetlands to be managed as environmental and recreational resources for the region. The principal source of revenue is investment income.

Community Enhancement Fund

This fund accounts for special fees collected on solid waste disposal. The funds are used for community enhancement projects in the areas around various solid waste disposal facilities and for administration of the enhancement program.

Permanent Fund

Cemetery Perpetual Care Fund

This fund accounts for amounts provided to build a permanent investment of principal from which the earnings will be used to provide long-term maintenance of pioneer cemeteries under Metro's management. The principal resource is investment earnings.

METRO
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2024

	Special Revenue			Permanent	Total Nonmajor Governmental Funds
	Smith and Bybee Wetlands	Community Enhancement	Total	Cemetery Perpetual Care	
ASSETS					
Equity in internal cash and investment pool	\$ 1,017,187	1,444,047	2,461,234	759,433	3,220,667
Receivables:					
Other	-	59,314	59,314	-	59,314
Interest	6,106	8,246	14,352	4,426	18,778
Prepaid items	-	408	408	-	408
Total assets	1,023,293	1,512,015	2,535,308	763,859	3,299,167
LIABILITIES					
Accounts payable	7,986	439,139	447,125	-	447,125
Total liabilities	7,986	439,139	447,125	-	447,125
FUND BALANCES					
Nonspendable	-	408	408	747,747	748,155
Restricted	1,015,307	1,072,468	2,087,775	-	2,087,775
Assigned	-	-	-	16,112	16,112
Total fund balances	1,015,307	1,072,876	2,088,183	763,859	2,852,042
Total liabilities and fund balances	\$ 1,023,293	1,512,015	2,535,308	763,859	3,299,167

METRO
Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the fiscal year ended June 30, 2024

	Special Revenue			Permanent	Total Nonmajor Governmental Funds
	Smith and Bybee Wetlands	Community Enhancement	Total	Cemetery Perpetual Care	
REVENUES					
Investment income	\$ 57,334	58,622	115,956	34,895	150,851
Solid waste fees	-	1,329,478	1,329,478	-	1,329,478
Total revenues	57,334	1,388,100	1,445,434	34,895	1,480,329
EXPENDITURES					
Current:					
Culture and recreation	246,916	1,247,442	1,494,358	-	1,494,358
Total expenditures	246,916	1,247,442	1,494,358	-	1,494,358
Revenues over (under) expenditures	(189,582)	140,658	(48,924)	34,895	(14,029)
OTHER FINANCING SOURCES					
Transfers out	-	-	-	(7,430)	(7,430)
Total other financing sources	-	-	-	(7,430)	(7,430)
Net change in fund balances	(189,582)	140,658	(48,924)	27,465	(21,459)
Fund balances - July 1, 2023	1,204,889	932,218	2,137,107	736,394	2,873,501
Fund balances - June 30, 2024	\$ 1,015,307	1,072,876	2,088,183	763,859	2,852,042



Budgetary Comparison Schedules

Oregon Administrative Rules 162-010-0050 through 162-010-0330 incorporated in the Minimum Standards for Audits of Oregon Municipal Corporations, as prescribed by the Secretary of State in cooperation with the Oregon State Board of Accountancy, requires an individual schedule of revenues, expenditures, and changes in fund balances, budget and actual be presented for each fund for which a legally adopted budget is required.

In accordance with GASB Statement No. 34, Metro's General Fund and major special revenue funds, the Affordable Housing Fund, Supportive Housing Services Fund, and Parks and Nature Operating Fund are presented as required supplementary information. Budgetary comparisons for all other funds are displayed in the following pages.



Budgetary Comparison Schedules

Other Major Governmental Funds

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual

Debt Service Fund

General Obligation Bond Debt Service Fund

Capital Projects Funds

Natural Areas Fund

Parks and Nature Bond Fund

METRO
General Obligation Bond Debt Service Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Taxes:				
Property taxes	\$ 83,583,723	83,583,723	81,447,560	(2,136,163)
Investment income	200,000	200,000	1,427,919	1,227,919
Total revenues	83,783,723	83,783,723	82,875,479	(908,244)
EXPENDITURES				
Debt service:				
Principal	59,775,000	59,775,000	55,203,477	4,571,523
Interest	26,006,723	26,006,723	26,313,900	(307,177)
Total expenditures	85,781,723	85,781,723	81,517,377	4,264,346
Revenues over (under) expenditures	(1,998,000)	(1,998,000)	1,358,102	(5,172,590)
Beginning fund balance available for appropriation - July 1, 2023	1,998,000	1,998,000	3,485,942	1,487,942
Unappropriated ending fund balance - June 30, 2024	\$ -	-	4,844,044	(3,684,648)
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above			\$ 1,358,102	
Additional (decrease to) revenue required by Governmental GAAP:				
Adjustment to value investments at fair value			7,718	
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds			\$ 1,365,820	

METRO
Natural Areas Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Investment income	\$ 30,000	30,000	77,584	47,584
Total revenues	30,000	30,000	77,584	47,584
EXPENDITURES				
Parks and nature	4,183,658	4,183,658	3,587,709	595,949
Contingency	346,342	346,342	-	346,342
Total expenditures	4,530,000	4,530,000	3,587,709	942,291
Revenues over (under) expenditures	(4,500,000)	(4,500,000)	(3,510,125)	989,875
Beginning fund balance available for appropriation - July 1, 2023	4,500,000	4,500,000	3,510,125	(989,875)
Unappropriated ending fund balance - June 30, 2024	\$ -	-	-	-

Reconciliation to Governmental GAAP basis:

Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above	\$ (3,510,125)
Additional (decrease to) revenue required by Governmental GAAP:	
Adjustment to value investments at fair value	93,200
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds	\$ (3,416,925)

METRO
Parks and Nature Bond Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Other fees	\$ -	-	51,022	51,022
Operating grants and contributions:				
Grants	-	-	13,540	13,540
General revenues:				
Investment income	2,982,500	2,982,500	3,368,570	386,070
Total revenues	2,982,500	2,982,500	3,433,132	450,632
EXPENDITURES				
Parks and nature	83,386,522	83,200,837	34,222,437	48,978,400
Contingency	14,717,000	14,717,000	-	14,717,000
Total expenditures	98,103,522	97,917,837	34,222,437	63,695,400
Revenues over (under) expenditures	(95,121,022)	(94,935,337)	(30,789,305)	64,146,032
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	209,813	209,813
Transfers out	(2,482,751)	(2,668,436)	(2,432,775)	235,661
Total other financing sources (uses)	(2,482,751)	(2,668,436)	(2,222,962)	445,474
Revenues and other sources over (under) expenditures and other uses	(97,603,773)	(97,603,773)	(33,012,267)	64,591,506
Beginning fund balance available for appropriation - July 1, 2023	170,500,000	170,500,000	170,562,653	62,653
Unappropriated ending fund balance - June 30, 2024	\$ 72,896,227	72,896,227	137,550,386	64,654,159
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above			\$ (33,012,267)	
Additional (decrease to) revenue required by Governmental GAAP:				
Adjustment to value investments at fair value			3,923,714	
Net change in fund balance as reported on the statement of revenues, expenditures and changes in fund balances-governmental funds			\$ (29,088,553)	



Budgetary Comparison Schedules

Nonmajor Governmental Funds

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual

Special Revenue Funds

Smith and Bybee Wetlands Fund
Community Enhancement Fund

Permanent Fund

Cemetery Perpetual Care Fund

METRO
Smith and Bybee Wetlands Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actuals (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Investment income	\$ 18,500	18,500	42,177	23,677
Total revenues	18,500	18,500	42,177	23,677
EXPENDITURES				
Parks and nature	175,000	192,500	189,306	3,194
Contingency	500,000	482,500	-	482,500
Total expenditures	675,000	675,000	189,306	485,694
Revenues over (under) expenditures	(656,500)	(656,500)	(147,129)	509,371
OTHER FINANCING SOURCES (USES)				
Transfers out	(57,610)	(57,610)	(57,610)	-
Total other financing sources (uses)	(57,610)	(57,610)	(57,610)	-
Revenues and other sources over (under) expenditures and other uses	(714,110)	(714,110)	(204,739)	509,371
Beginning fund balance available for appropriation - July 1, 2023	1,323,310	1,323,310	1,235,833	(87,477)
Unappropriated ending fund balance - June 30, 2024	\$ 609,200	609,200	1,031,094	421,894
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above			\$ (204,739)	
Additional (decrease to) revenue required by Governmental GAAP:				
Adjustment to value investments at fair value			15,157	
Net change in fund balance as reported on the combining statement of revenues, expenditures and changes in fund balances-nonmajor governmental funds			\$ (189,582)	

METRO
Community Enhancement Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Solid waste fees	\$ 1,079,674	1,079,674	1,329,478	249,804
General revenues:				
Investment income	5,446	5,446	50,417	44,971
Total revenues	1,085,120	1,085,120	1,379,895	294,775
EXPENDITURES				
Waste prevention and environmental services	1,514,714	1,514,714	1,197,443	317,271
Contingency	69,500	69,500	-	69,500
Total expenditures	1,584,214	1,584,214	1,197,443	386,771
Revenues over (under) expenditures	(499,094)	(499,094)	182,452	681,546
OTHER FINANCING SOURCES (USES)				
Transfers out	(50,000)	(50,000)	(50,000)	-
Total other financing sources (uses)	(50,000)	(50,000)	(50,000)	-
Revenues and other sources over (under) expenditures and other uses	(549,094)	(549,094)	132,452	681,546
Beginning fund balance available for appropriation - July 1, 2023	654,521	654,521	962,836	308,315
Unappropriated ending fund balance - June 30, 2024	\$ 105,427	105,427	1,095,288	989,861
Reconciliation to Governmental GAAP basis:				
Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above			\$ 132,452	
Additional (decrease to) revenue required by Governmental GAAP:				
Adjustment to value investments at fair value			8,206	
Net change in fund balance as reported on the combining statement of revenues, expenditures and changes in fund balances-nonmajor governmental funds			\$ 140,658	

METRO
Cemetery Perpetual Care Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
General revenues:				
Investment income	\$ 11,500	11,500	27,900	16,400
Total revenues	11,500	11,500	27,900	16,400
Revenues over (under) expenditures	11,500	11,500	27,900	16,400
OTHER FINANCING SOURCES (USES)				
Transfers out	(40,000)	(40,000)	(7,430)	32,570
Total other financing sources (uses)	(40,000)	(40,000)	(7,430)	32,570
Revenues and other sources over (under) expenditures and other uses	(28,500)	(28,500)	20,470	48,970
Beginning fund balance available for appropriation - July 1, 2023	758,814	758,814	755,177	(3,637)
Unappropriated ending fund balance - June 30, 2024	\$ 730,314	730,314	775,647	45,333

Reconciliation to Governmental GAAP basis:

Excess of revenues and other financing sources over (under) expenditures and other financing uses on the basis of budgeting per above \$ 20,470

Additional (decrease to) revenue required by Governmental GAAP:

Adjustment to value investments at fair value 6,995

Net change in fund balance as reported on the combining statement of revenues, expenditures and changes in fund balances-nonmajor governmental funds \$ 27,465



Budgetary Comparison Schedules

Proprietary Funds

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual

Enterprise Funds

Solid Waste Revenue Fund
Oregon Zoo Operating Fund
MERC Fund

Internal Service Fund

Risk Management Fund

Reconciliation of Enterprise Fund Fund Balances (Basis of Budgeting) to Statement of Net Position Proprietary Funds (GAAP Basis)

METRO
Solid Waste Revenue Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Government fees	\$ 1,250,000	1,250,000	1,031,496	(218,504)
Culture and recreation fees	-	-	40,755	40,755
Solid waste fees	113,431,215	113,431,215	112,715,358	(715,857)
Other fees	-	-	19,999	19,999
Miscellaneous revenue	10,127,000	10,127,000	270,706	(9,856,294)
Operating grants and contributions:				
Grants	2,500,000	2,500,000	2,509,191	9,191
Contributions and donations	-	-	5,000	5,000
General revenues:				
Investment income	838,020	838,020	1,541,490	703,470
Total revenues	128,146,235	128,146,235	118,133,995	(10,012,240)
EXPENDITURES				
Waste prevention and environmental services	123,263,754	123,263,754	104,623,096	18,640,658
Contingency	15,206,150	15,206,150	-	15,206,150
Total expenditures	138,469,904	138,469,904	104,623,096	33,846,808
Revenues over (under) expenditures	(10,323,669)	(10,323,669)	13,510,899	23,834,568
OTHER FINANCING SOURCES (USES)				
Transfers in	574,116	574,116	554,983	(19,133)
Transfers out	(17,001,232)	(17,001,232)	(16,812,561)	188,671
Total other financing sources (uses)	(16,427,116)	(16,427,116)	(16,257,578)	169,538
Revenues and other sources over (under) expenditures and other uses	(26,750,785)	(26,750,785)	(2,746,679)	24,004,106
Beginning fund balance available for appropriation - July 1, 2023	44,005,131	44,005,131	42,750,626	(1,254,505)
Unappropriated ending fund balance - June 30, 2024	\$ 17,254,346	17,254,346	40,003,947	22,749,601

METRO
Oregon Zoo Operating Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Culture and recreation fees	\$ 26,334,346	26,334,346	28,400,227	2,065,881
Other fees	5,000	5,000	21,404	16,404
Miscellaneous revenue	1,530,000	1,530,000	27,795	(1,502,205)
Operating grants and contributions:				
Grants	823,000	823,000	636,744	(186,256)
Contributions and donations	3,280,264	3,280,264	2,884,942	(395,322)
General revenues:				
Investment income	360,000	360,000	1,051,447	691,447
Total revenues	32,332,610	32,332,610	33,022,559	689,949
EXPENDITURES				
Visitor venues-Oregon Zoo	41,063,281	41,063,281	35,486,768	5,576,513
Contingency	19,767,252	19,767,252	-	19,767,252
Total expenditures	60,830,533	60,830,533	35,486,768	25,343,765
Revenues over (under) expenditures	(28,497,923)	(28,497,923)	(2,464,209)	26,033,714
OTHER FINANCING SOURCES (USES)				
Transfers in	17,000,000	17,000,000	17,000,000	-
Transfers out	(19,502,077)	(19,502,077)	(19,482,944)	19,133
Total other financing sources (uses)	(2,502,077)	(2,502,077)	(2,482,944)	19,133
Revenues and other sources over (under) expenditures and other uses	(31,000,000)	(31,000,000)	(4,947,153)	26,052,847
Beginning fund balance available for appropriation - July 1, 2023	31,000,000	31,000,000	33,120,358	2,120,358
Unappropriated ending fund balance - June 30, 2024	\$ -	-	28,173,205	28,173,205

**METRO
MERC Fund**

**Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024**

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Culture and recreation fees	\$ 47,434,860	47,434,860	53,937,372	6,502,512
Other fees	4,174,071	4,174,071	3,938,379	(235,692)
Miscellaneous revenue	158,396	158,396	178,129	19,733
Operating grants and contributions:				
Grants	-	-	243,896	243,896
Local government shared revenue	20,801,030	20,801,030	18,943,803	(1,857,227)
Government contributions	1,119,400	1,119,400	1,119,400	-
Contributions and donations	190,955	190,955	56,877	(134,078)
Capital grants and contributions:				
Capital contributions and donations	1,465,000	1,465,000	276,180	(1,188,820)
General revenues:				
Investment income	640,887	640,887	1,687,133	1,046,246
Total revenues	75,984,599	75,984,599	80,381,169	4,396,570
EXPENDITURES				
MERC	79,867,215	83,567,215	77,379,626	6,187,589
Contingency	23,446,873	19,746,873	-	19,746,873
Total expenditures	103,314,088	103,314,088	77,379,626	25,934,462
Revenues over (under) expenditures	(27,329,489)	(27,329,489)	3,001,543	30,331,032
OTHER FINANCING SOURCES (USES)				
Transfers in	300,000	300,000	-	(300,000)
Transfers out	(11,266,749)	(11,266,749)	(11,157,082)	109,667
Total other financing sources (uses)	(10,966,749)	(10,966,749)	(11,157,082)	(190,333)
Revenues and other sources over (under) expenditures and other uses	(38,296,238)	(38,296,238)	(8,155,539)	30,140,699
Beginning fund balance available for appropriation - July 1, 2023	38,296,238	38,296,238	40,512,977	2,216,739
Unappropriated ending fund balance - June 30, 2024	\$ -	-	32,357,438	32,357,438

METRO
Risk Management Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Miscellaneous revenue	\$ 100,000	100,000	167,194	67,194
Operating grants and contributions:				
Grants	-	-	19,283	19,283
General revenues:				
Investment income	20,000	20,000	45,433	25,433
Total revenues	120,000	120,000	231,910	111,910
EXPENDITURES				
Finance and regulatory services	4,689,224	4,689,224	3,984,559	704,665
Contingency	522,674	522,674	-	522,674
Total expenditures	5,211,898	5,211,898	3,984,559	1,227,339
Revenues over (under) expenditures	(5,091,898)	(5,091,898)	(3,752,649)	1,339,249
OTHER FINANCING SOURCES (USES)				
Transfers in	4,066,898	4,066,898	4,066,898	-
Total other financing sources (uses)	4,066,898	4,066,898	4,066,898	-
Revenues and other sources over (under) expenditures and other uses	(1,025,000)	(1,025,000)	314,249	1,339,249
Beginning fund balance available for appropriation - July 1, 2023	1,470,000	1,470,000	1,589,764	119,764
Unappropriated ending fund balance - June 30, 2024	\$ 445,000	445,000	1,904,013	1,459,013

METRO
Reconciliation of Enterprise Fund
Fund Balances (Basis of Budgeting) to Statement of Net Position- Proprietary Funds (GAAP Basis)
For the fiscal year ended June 30, 2024

	Enterprise Funds				Internal Service Fund
	Solid Waste	Oregon Zoo	MERC	Total	Risk Management Fund
Unappropriated ending fund balance on the basis of budgeting:					
Solid Waste Revenue Fund	\$ 40,003,947	-	-	40,003,947	-
Oregon Zoo Operating Fund	-	28,173,205	-	28,173,205	-
Oregon Zoo Asset Management Fund	-	11,886,184	-	11,886,184	-
MERC Fund	-	-	32,357,438	32,357,438	-
General Revenue Bond Fund-MERC	-	-	530	530	-
Risk Management Fund	-	-	-	-	1,904,013
Additional Statement of Net Position items:					
Interest receivable	-	33,364	11,183	44,547	-
Public-private partnership receivable-current	-	2,608,756	1,363,714	3,972,470	-
Public-private partnership receivable	-	18,786,914	12,099,667	30,886,581	-
Prepaid items	298,800	-	-	298,800	-
OPEB asset	299,700	281,022	278,451	859,173	-
Capital assets, net	44,042,088	153,615,758	141,488,315	339,146,161	77,659
Deferred pension amounts-outflow	7,431,459	6,959,778	7,316,939	21,708,176	-
Deferred OPEB amounts-outflow	361,846	218,308	199,395	779,549	-
Accrued interest payable	(8,582)	(1,515)	(37,081)	(47,178)	(111)
Leases payable-current	(383,854)	-	(163,095)	(546,949)	-
SBITA payable-current	(6,323)	(15,596)	(264,900)	(286,819)	(44,552)
Bonds payable-current	-	-	(1,005,000)	(1,005,000)	-
Post-closure costs payable-current	(931,526)	-	-	(931,526)	-
Compensated absences-current	(944,710)	(1,125,680)	(1,052,484)	(3,122,874)	(18,638)
Leases payable	(4,396,957)	-	(8,698,862)	(13,095,819)	-
SBITA payable	(13,865)	(34,200)	(44,367)	(92,432)	-
Bonds payable (net of unamortized premium or discount)	-	-	(38,797)	(38,797)	-
Total OPEB liability	(921,088)	(544,700)	(495,119)	(1,960,907)	-
Post-closure costs payable	(957,609)	-	-	(957,609)	-
Pollution remediation obligation	-	-	(95,000)	(95,000)	-
Compensated absences	(613,723)	(474,634)	(640,288)	(1,728,645)	(31,869)
Net pension liability	(18,545,308)	(17,368,221)	(18,259,521)	(54,173,050)	-
Deferred pension amounts-inflow	(3,636,154)	(3,405,364)	(3,580,120)	(10,621,638)	-
Deferred PPP amounts-inflow	-	(20,908,738)	(13,065,892)	(33,974,630)	-
Deferred OPEB amounts-inflow	(311,666)	(191,941)	(176,162)	(679,769)	-
Adjustments to Statement of Net Position items:					
Cumulative fair value adjustment to Equity in internal cash and investment pool	(592,100)	(609,455)	(541,077)	(1,742,632)	(25,505)
Recognition of Revenue considered unavailable in the basis of budgeting	-	-	449,690	449,690	-
Total net position as reported on the Statement of Net Position-Proprietary Funds	\$ 60,174,375	177,883,245	147,407,557	385,465,177	1,860,997



Budgetary Comparison Schedules

Other Budgetary Funds

Schedule of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual

General Revenue Bond Fund

This fund is a budgetary fund comprised of two components that are separated and combined with other budgetary funds for reporting under GAAP.

General Asset Management Fund

This fund is a budgetary fund that is combined with another budgetary fund for reporting under GAAP.

Oregon Zoo Asset Management Fund

This fund is a budgetary fund that is combined with another budgetary fund for reporting under GAAP.

Schedule of Revenues, Expenditures and Changes in Fund Balances

General Revenue Bond Fund

This fund is a budgetary fund comprised of two components that are separated and combined with other budgetary funds for reporting under GAAP.

METRO
General Revenue Bond Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Operating grants and contributions:				
Local government shared revenue	\$ 3,398,750	3,398,750	3,397,027	(1,723)
General revenues:				
Investment income	11,110	11,110	27,711	16,601
Total revenues	3,409,860	3,409,860	3,424,738	14,878
EXPENDITURES				
Debt service	6,059,650	6,059,650	6,059,650	-
Total expenditures	6,059,650	6,059,650	6,059,650	-
Revenues over (under) expenditures	(2,649,790)	(2,649,790)	(2,634,912)	14,878
OTHER FINANCING SOURCES (USES)				
Transfers in	2,660,900	2,660,900	2,660,900	-
Total other financing sources (uses)	2,660,900	2,660,900	2,660,900	-
Revenues and other sources over (under) expenditures and other uses	11,110	11,110	25,988	14,878
Beginning fund balance available for appropriation - July 1, 2023	4,105,356	4,105,356	4,111,786	6,430
Unappropriated ending fund balance - June 30, 2024	\$ 4,116,466	4,116,466	4,137,774	21,308

Note: This schedule demonstrates compliance with budget at the legal level of control.

METRO
General Asset Management Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Miscellaneous revenue	\$ 67,000	67,000	53,353	(13,647)
General revenues:				
Investment income	262,000	262,000	1,129,619	867,619
Total revenues	329,000	329,000	1,182,972	853,972
EXPENDITURES				
Asset Management Program	12,117,270	12,710,615	3,849,125	8,861,490
Contingency	10,108,793	9,253,793	-	9,253,793
Total expenditures	22,226,063	21,964,408	3,849,125	18,115,283
Revenues over (under) expenditures	(21,897,063)	(21,635,408)	(2,666,153)	18,969,255
OTHER FINANCING SOURCES (USES)				
Sale of capital assets	-	-	11,276	11,276
Transfers in	2,805,500	2,805,500	2,772,930	(32,570)
Transfers out	-	(261,655)	(209,813)	51,842
Total other financing sources (uses)	2,805,500	2,543,845	2,574,393	30,548
Revenues and other sources over (under) expenditures and other uses	(19,091,563)	(19,091,563)	(91,760)	18,999,803
Beginning fund balance available for appropriation - July 1, 2023	33,708,938	33,708,938	34,713,756	1,004,818
Unappropriated ending fund balance - June 30, 2024	\$ 14,617,375	14,617,375	34,621,996	20,004,621

METRO
Oregon Zoo Asset Management Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
Budget and Actual (Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	Budgeted Amounts		Actual Amounts	Variance with final budget
	Original	Final		
REVENUES				
Program revenues:				
Charges for services:				
Miscellaneous revenue	\$ -	-	46,295	46,295
Operating grants and contributions:				
Contributions and donations	-	-	1,709,554	1,709,554
Capital grants and contributions:				
Capital contributions and donations	710,000	710,000	-	(710,000)
General revenues:				
Investment income	-	-	456,631	456,631
Total revenues	710,000	710,000	2,212,480	1,502,480
EXPENDITURES				
Visitor venues-Oregon Zoo	15,368,630	15,368,630	5,095,802	10,272,828
Total expenditures	15,368,630	15,368,630	5,095,802	10,272,828
Revenues over (under) expenditures	(14,658,630)	(14,658,630)	(2,883,322)	11,775,308
OTHER FINANCING SOURCES (USES)				
Sale of capital assets	-	-	28,525	28,525
Transfers in	11,150,000	11,150,000	11,150,000	-
Transfers out	(391,370)	(391,370)	(368,252)	23,118
Total other financing sources (uses)	10,758,630	10,758,630	10,810,273	51,643
Revenues and other sources over (under) expenditures and other uses	(3,900,000)	(3,900,000)	7,926,951	11,826,951
Beginning fund balance available for appropriation - July 1, 2023	3,900,000	3,900,000	3,959,233	59,233
Unappropriated ending fund balance - June 30, 2024	\$ -	-	11,886,184	11,886,184

METRO
General Revenue Bond Fund
Schedule of Revenues, Expenditures and Changes in Fund Balances-
(Non-GAAP Basis of Budgeting)
For the fiscal year ended June 30, 2024

	General	MERC	Total
REVENUES			
Program revenues:			
Operating grants and contributions:			
Local government shared revenue	\$ 3,397,027	-	3,397,027
General revenues:			
Investment income	27,692	19	27,711
Total revenues	3,424,719	19	3,424,738
EXPENDITURES			
Debt service	5,045,200	1,014,450	6,059,650
Total expenditures	5,045,200	1,014,450	6,059,650
Revenues over (under) expenditures	(1,620,481)	(1,014,431)	(2,634,912)
OTHER FINANCING SOURCES (USES)			
Transfers in	1,646,450	1,014,450	2,660,900
Total other financing sources (uses)	1,646,450	1,014,450	2,660,900
Revenues and other sources over (under) expenditures and other uses	25,969	19	25,988
Beginning fund balance available for appropriation - July 1, 2023	4,111,275	511	4,111,786
Unappropriated ending fund balance - June 30, 2024	\$ 4,137,244	530	4,137,774

Note: This schedule presents the activity of the two components of the fund.





Statistical Section



Table of Contents

This section of Metro’s annual comprehensive financial report presents detailed data regarding the current and prior fiscal years for assistance in understanding what the information in the financial statements, note disclosures, and required supplementary information says about Metro’s overall financial health.

The information is presented in these categories.

Financial Trends Information

These schedules contain trend information to help the reader understand how Metro’s financial performance and well-being have changed over time 141

Revenue Capacity Information

These schedules contain information to help the reader assess the factors affecting Metro’s ability to generate its most significant own-source revenue, solid waste fees 154

Debt Capacity Information

These schedules present information to help the reader assess the affordability of Metro’s current levels of outstanding debt and Metro’s ability to issue additional debt in the future 157

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which Metro’s financial activities take place 165

Operating Information

These schedules contain information about Metro’s operations and resources to help the reader understand how Metro’s financial information relates to the services Metro provides and the activities it performs 168

Additional Information

These schedules present information to meet Metro’s continuing disclosure requirements under The Securities and Exchange Commission’s Rule 15c2-12 pertaining to governmental debt issuers 173

Sources: Unless otherwise noted, the information in these schedules is derived from the annual comprehensive financial reports for the relevant year.

METRO
Net Position by Component
Last Ten Fiscal Years
(accrual basis of accounting), Unaudited

	2015	2016	2017
GOVERNMENTAL ACTIVITIES			
Net investment in capital assets (1)	\$ 326,328,783	237,716,303	267,856,359
Restricted	79,540,758	141,591,292	128,141,074
Unrestricted	(51,369,202)	(151,660,696)	(141,181,696)
Total governmental activities net position	\$ 354,500,339	227,646,899	254,815,737
BUSINESS-TYPE ACTIVITIES			
Net investment in capital assets	\$ 175,914,225	311,325,512	310,527,670
Restricted	8,914,318	19,991,871	24,326,517
Unrestricted	61,672,307	53,779,562	55,130,008
Total business-type activities net position	\$ 246,500,850	385,096,945	389,984,195
PRIMARY GOVERNMENT			
Net investment in capital assets (1)	\$ 502,243,008	501,174,344	533,080,026
Restricted	88,455,076	161,583,163	152,467,591
Unrestricted	10,303,105	(50,013,663)	(40,747,685)
Total primary government net position	\$ 601,001,189	612,743,844	644,799,932

(1) Starting in fiscal year 2016, these balances include the result of Metro financing capital assets for the business-type activities through the issuance of general obligation bonds. The amount of long-term debt outstanding on these bonds is reflected as a liability of the governmental activities in which repayment of the bonds occurs, whereas the associated capital assets financed by this debt are reflected with the business-type activities. The primary government totals have been adjusted to match the debt against the assets. These balances increase over time as a result of increases in capital assets, decreases in related long-term debt outstanding, and reductions in the amount of related unspent bond proceeds.

2018	2019	2020	2021	2022	2023	2024
265,925,123	281,246,439	294,848,252	324,068,485	331,538,185	344,469,479	370,582,164
132,860,263	122,522,041	138,330,011	122,154,281	334,925,580	502,757,659	520,292,702
(189,495,054)	(151,303,822)	(130,469,211)	(177,771,010)	(258,211,437)	(279,150,905)	(310,784,519)
<u>209,290,332</u>	<u>252,464,658</u>	<u>302,709,052</u>	<u>268,451,756</u>	<u>408,252,328</u>	<u>568,076,233</u>	<u>580,090,347</u>
311,737,639	321,159,565	338,396,545	343,691,434	333,384,655	326,037,270	324,080,339
24,100,994	38,698,873	6,410,761	7,506,843	7,480,840	5,523,549	13,327,468
60,498,533	24,855,194	22,788,471	12,197,703	44,764,019	55,296,142	43,836,112
<u>396,337,166</u>	<u>384,713,632</u>	<u>367,595,777</u>	<u>363,395,980</u>	<u>385,629,514</u>	<u>386,856,961</u>	<u>381,243,919</u>
532,358,759	570,027,275	591,873,688	621,205,786	623,668,341	647,808,583	670,933,826
156,961,257	161,220,914	144,740,772	129,661,124	342,406,420	508,281,208	533,620,170
(83,692,518)	(94,069,899)	(66,309,631)	(119,019,174)	(172,192,919)	(201,156,597)	(243,219,730)
<u>605,627,498</u>	<u>637,178,290</u>	<u>670,304,829</u>	<u>631,847,736</u>	<u>793,881,842</u>	<u>954,933,194</u>	<u>961,334,266</u>

METRO
Changes in Net Position
Last Ten Fiscal Years
(accrual basis of accounting), Unaudited

	2015	2016	2017
EXPENSES			
Governmental activities:			
General government operations (1)	\$ 14,121,383	21,833,274	16,571,054
Planning, development and research (4)	12,164,998	16,311,836	18,252,248
Housing (3)	-	-	-
Culture and recreation	23,281,061	29,221,523	33,156,498
Zoo (2)	32,483,204	-	-
Interest on long-term debt	6,736,232	7,071,050	6,766,723
Total governmental activities expenses	88,786,878	74,437,683	74,746,523
Business-type activities:			
Solid Waste	57,279,945	64,542,514	67,359,647
Oregon Zoo (2)	-	51,633,613	46,636,849
MERC	54,868,782	69,110,637	69,090,836
Total business-type activities expenses	112,148,727	185,286,764	183,087,332
Total primary government expenses	\$ 200,935,605	259,724,447	257,833,855
PROGRAM REVENUES			
Governmental activities:			
Charges for services:			
General government operations	\$ 1,501,207	2,132,646	3,133,150
Planning, development and research (4)	1,180,754	789,058	1,485,757
Housing (3)	-	-	-
Culture and recreation	7,444,771	8,851,083	9,616,244
Zoo (2)	21,546,136	-	-
Operating grants and contributions	22,495,818	13,145,776	16,845,537
Capital grants and contributions	7,141,282	261,290	313,816
Total governmental activities program revenues	61,309,968	25,179,853	31,394,504
Business-type activities:			
Charges for services:			
Solid Waste	62,743,167	68,196,150	70,798,890
Oregon Zoo (2)	-	23,741,859	26,062,207
MERC	42,892,276	50,972,855	47,876,192
Operating grants and contributions	19,974,313	23,414,591	28,801,808
Capital grants and contributions	200,000	609,917	1,293,000
Total business-type activities program revenues	125,809,756	166,935,372	174,832,097
Total primary government program revenues	\$ 187,119,724	192,115,225	206,226,601

2018	2019	2020	2021	2022	2023	2024
92,414,695	18,419,574	26,670,161	23,947,617	10,172,047	9,665,907	14,755,333
18,694,103	26,623,652	29,178,474	79,863,702	167,988,989	22,085,632	23,225,600
-	-	-	-	-	258,576,138	404,853,574
34,237,180	31,389,370	33,858,568	36,625,998	43,987,029	39,097,568	49,428,873
-	-	-	-	-	-	-
8,150,951	11,408,272	29,756,452	32,096,042	29,286,520	27,331,869	25,611,092
153,496,929	87,840,868	119,463,655	172,533,359	251,434,585	356,757,114	517,874,472
70,581,702	76,879,522	84,882,301	95,968,724	91,608,851	105,381,938	111,401,035
51,803,762	47,446,196	50,169,271	37,511,393	37,814,691	50,082,803	55,186,087
74,435,547	106,849,882	84,868,082	29,584,071	55,992,846	74,517,626	90,527,520
196,821,011	231,175,600	219,919,654	163,064,188	185,416,388	229,982,367	257,114,642
350,317,940	319,016,468	339,383,309	335,597,547	436,850,973	586,739,481	774,989,114
2,764,649	4,942,275	3,677,685	4,954,137	744,833	823,350	987,660
1,172,496	1,562,666	2,287,732	2,012,481	2,640,799	1,940,465	2,021,865
-	-	-	-	-	14,400	-
10,483,073	10,922,080	9,998,063	7,598,326	7,314,054	8,052,173	8,275,149
-	-	-	-	-	-	-
18,750,842	26,137,387	25,671,383	24,471,667	34,802,948	20,033,360	18,213,517
7,675,000	425,138	338,894	693,456	34,755	41,946	-
40,846,060	43,989,546	41,973,757	39,730,067	45,537,389	30,905,694	29,498,191
71,897,428	74,185,046	72,174,379	77,213,288	96,647,343	105,294,626	114,087,566
29,390,534	29,994,324	23,013,687	17,881,058	23,809,146	24,918,459	28,573,970
51,011,674	56,921,768	37,937,166	4,594,458	35,648,511	51,285,504	58,575,974
27,284,520	30,313,581	27,786,467	23,297,033	38,683,686	31,670,020	28,109,407
1,687,660	1,595,833	788,333	1,506,667	371,155	895,053	276,180
181,271,816	193,010,552	161,700,032	124,492,504	195,159,841	214,063,662	229,623,097
222,117,876	237,000,098	203,673,789	164,222,571	240,697,230	244,969,356	259,121,288

(Continued)

METRO
Changes in Net Position, *continued*
Last Ten Fiscal Years
(accrual basis of accounting), Unaudited

	2015	2016	2017
NET (EXPENSE)/REVENUE			
Governmental activities	\$ (27,476,910)	(49,257,830)	(43,352,019)
Business-type activities	13,661,029	(18,351,392)	(8,255,235)
Total primary government net expense	<u>\$ (13,815,881)</u>	<u>(67,609,222)</u>	<u>(51,607,254)</u>
GENERAL REVENUES AND OTHER CHANGES IN NET POSITION			
Governmental activities:			
Property taxes	\$ 61,957,344	55,546,801	59,711,015
Personal and business income taxes	-	-	-
Excise taxes	16,584,669	18,144,766	18,830,032
Construction excise tax	2,669,188	3,338,479	3,561,675
Cemetery revenue surcharge	48,335	46,711	47,095
Unrestricted investment earnings	904,399	1,383,708	857,777
Transfers	(701,266)	(156,056,075)	(12,486,737)
Total governmental activities	<u>81,462,669</u>	<u>(77,595,610)</u>	<u>70,520,857</u>
Business-type activities:			
Unrestricted investment earnings	425,728	891,412	655,748
Transfers	701,266	156,056,075	12,486,737
Total business-type activities	<u>1,126,994</u>	<u>156,947,487</u>	<u>13,142,485</u>
Total primary government	<u>\$ 82,589,663</u>	<u>79,351,877</u>	<u>83,663,342</u>
CHANGE IN NET POSITION			
Governmental activities	\$ 53,985,759	(126,853,440)	27,168,838
Business-type activities	14,788,023	138,596,095	4,887,250
Total primary government	<u>\$ 68,773,782</u>	<u>11,742,655</u>	<u>32,056,088</u>
Prior period adjustment/cumulative change in accounting principle	<u>\$ (8,084,088)</u>	<u>-</u>	<u>-</u>

(1) The large change in General government operations governmental activities expense between fiscal years 2017 and 2018 is due to the approximately \$74 million Convention Center Hotel project bond proceeds which were transferred to the developer of the project in fiscal year 2018.

(2) In fiscal year 2016, Metro began reporting the activities of the Zoo in the Oregon Zoo enterprise fund. Prior to this, activities of the Zoo were reported as part of the General Fund, a governmental fund.

(3) In fiscal year 2023, Metro began reporting the activities of the Supportive housing services and Affordable housing as a separate program. Prior to this, activities were reported as part of the Planning, development and research program.

(4) In fiscal year 2023, Metro renamed the Regional planning and development program to Planning, development, and research program to more accurately describe the function/program.

2018	2019	2020	2021	2022	2023	2024
(112,650,869)	(43,851,322)	(77,489,898)	(132,803,292)	(205,897,196)	(325,851,420)	(488,376,281)
(15,549,195)	(38,165,048)	(58,219,622)	(38,571,684)	9,743,453	(15,918,705)	(27,491,545)
<u>(128,200,064)</u>	<u>(82,016,370)</u>	<u>(135,709,520)</u>	<u>(171,374,976)</u>	<u>(196,153,743)</u>	<u>(341,770,125)</u>	<u>(515,867,826)</u>
64,162,251	78,203,583	114,176,644	106,525,202	108,386,146	112,919,912	120,787,018
-	-	-	1,524,473	242,650,036	347,044,362	335,136,020
18,343,257	18,587,682	16,916,905	18,704,633	21,631,175	20,439,427	20,121,244
3,792,595	3,583,092	3,627,232	3,318,783	3,877,675	3,598,048	3,782,940
51,479	39,854	45,533	55,300	67,195	60,039	53,353
1,711,821	9,205,677	30,268,742	2,750,741	(16,119,074)	15,956,736	35,803,286
<u>(20,896,055)</u>	<u>(22,594,240)</u>	<u>(37,300,764)</u>	<u>(34,333,138)</u>	<u>(14,795,385)</u>	<u>(14,343,199)</u>	<u>(15,293,466)</u>
67,165,348	87,025,648	127,734,292	98,545,994	345,697,768	485,675,325	500,390,395
1,182,066	3,947,274	3,801,003	38,749	(2,305,304)	2,802,953	6,585,037
20,896,055	22,594,240	37,300,764	34,333,138	14,795,385	14,343,199	15,293,466
22,078,121	26,541,514	41,101,767	34,371,887	12,490,081	17,146,152	21,878,503
<u>89,243,469</u>	<u>113,567,162</u>	<u>168,836,059</u>	<u>132,917,881</u>	<u>358,187,849</u>	<u>502,821,477</u>	<u>522,268,898</u>
(45,485,521)	43,174,326	50,244,394	(34,257,298)	139,800,572	159,823,905	12,014,114
6,528,927	(11,623,534)	(17,117,855)	(4,199,797)	22,233,534	1,227,447	(5,613,042)
<u>(38,956,594)</u>	<u>31,550,792</u>	<u>33,126,539</u>	<u>(38,457,095)</u>	<u>162,034,106</u>	<u>161,051,352</u>	<u>6,401,072</u>
<u>(215,840)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

METRO
Fund Balances, Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting), Unaudited

	2015	2016	2017
General Fund			
Nondisposable	\$ 1,413,353	1,013,709	798,952
Restricted	38,197,509	37,683,525	42,309,999
Committed	5,626,594	11,135,969	12,316,557
Assigned	-	-	-
Unassigned	16,093,516	17,162,433	21,133,911
Total General Fund	61,330,972	66,995,636	76,559,419
All other governmental funds			
Nondisposable (2)	482,037	528,748	555,580
Restricted (1)	86,346,886	89,903,244	62,107,158
Committed	32,839	-	-
Assigned	-	37,398	60,859
Unassigned	-	-	-
Total all other governmental funds	\$ 86,861,762	90,469,390	62,723,597

(1) Changes in Restricted fund balance of all other governmental funds between 2017 and 2018, and between 2018 and 2019 is due primarily to the issuance of bonds in 2018 and 2019; subsequent year changes are primarily due to the spend down of the proceeds.

(2) Changes in Nondisposable fund balance of all other governmental funds between 2019 and 2020, and between 2021 and 2022 is due primarily to advance payments made within the Affordable housing and Supportive housing programs.

2018	2019	2020	2021	2022	2023	2024
42,693	186,438	296,426	228,507	199,946	427,003	362,735
52,899,445	64,016,351	63,313,745	65,824,929	73,239,624	70,127,790	74,627,421
10,522,814	12,493,221	14,740,429	-	12,167,202	9,900,092	9,743,146
-	15,529,940	-	306,762	1,437,105	661,541	1,053,324
29,180,618	9,988,598	24,836,760	25,371,310	34,080,876	44,992,123	45,707,486
<u>92,645,570</u>	<u>102,214,548</u>	<u>103,187,360</u>	<u>91,731,508</u>	<u>121,124,753</u>	<u>126,108,549</u>	<u>131,494,112</u>
607,059	647,996	15,735,447	15,724,486	223,995,155	388,020,024	349,923,518
86,678,277	725,292,232	910,772,093	867,763,459	708,776,914	612,851,241	569,060,784
-	-	-	-	-	-	-
16,612	36,772	64,430	67,401	-	-	684,797
-	-	-	-	(10,229)	(11,352)	-
<u>87,301,948</u>	<u>725,977,000</u>	<u>926,571,970</u>	<u>883,555,346</u>	<u>932,761,840</u>	<u>1,000,859,913</u>	<u>919,669,099</u>

METRO
Changes in Fund Balances, Governmental Funds
Last Ten Fiscal Years
(modified accrual basis of accounting), Unaudited

	2015	2016	2017
REVENUES			
Property taxes	\$ 61,790,541	55,397,507	59,562,937
Excise taxes	16,587,938	18,144,768	18,830,032
Personal and business income taxes	-	-	-
Construction excise tax	2,669,188	3,338,479	3,561,675
Cemetery revenue surcharge	48,335	46,711	47,095
Investment income	888,088	1,358,919	846,966
Government fees	95,725	76,236	85,353
Culture and recreation fees (1)	24,856,959	4,592,527	4,612,352
Solid waste fees	340,912	985,486	1,033,211
Other fees	3,271,705	1,485,642	1,951,142
Internal charges for services	1,812,342	3,969,961	5,477,184
Licenses and permits	393,796	507,560	558,504
Miscellaneous revenue	540,467	177,329	540,483
Grants	17,840,916	8,569,740	11,733,942
Local government shared revenues	773,657	761,253	766,318
Government contributions	3,370,903	3,814,143	4,345,277
Contributions and donations	510,343	640	-
Capital grants	18,740	238,790	107,046
Capital contributions and donations	7,122,542	22,500	206,770
Total revenues	142,933,097	103,488,191	114,266,287
EXPENDITURES			
General government operations	16,506,570	12,583,030	13,885,115
Planning, development and research (3)	13,888,509	13,304,049	16,814,210
Housing (2)	-	-	-
Culture and recreation	22,358,773	24,568,215	28,730,153
Zoo (1)	31,967,441	-	-
Debt service:			
Principal	29,665,000	23,770,000	24,315,000
Interest	9,722,466	9,354,224	10,321,223
Capital outlay	46,140,996	30,098,540	29,097,093
Total expenditures	170,249,755	113,678,058	123,162,794
Excess of revenues over (under) expenditures	(27,316,658)	(10,189,867)	(8,896,507)

2018	2019	2020	2021	2022	2023	2024
64,369,020	79,370,064	114,101,431	106,520,166	108,248,252	113,147,010	120,208,696
18,343,257	18,587,682	16,916,905	18,704,633	21,631,175	20,439,429	20,121,244
-	-	-	1,524,473	242,650,036	347,044,362	335,136,020
3,792,595	3,583,093	3,627,232	3,318,783	3,877,675	3,598,048	3,782,940
51,479	39,854	45,534	55,300	67,195	60,039	53,353
1,688,487	9,072,979	30,084,653	2,728,902	(16,043,479)	15,874,590	35,750,077
96,500	83,043	85,692	71,874	68,273	15,805	18,080
4,821,013	5,156,720	4,066,569	4,530,790	4,487,130	5,245,485	5,342,610
1,053,525	1,077,086	1,086,468	1,126,754	1,275,830	1,313,889	1,329,478
1,985,501	1,971,267	1,975,668	865,159	1,442,744	1,698,550	2,545,718
5,145,553	7,989,975	7,079,106	6,284,090	1,775,729	1,205,481	1,300,357
593,228	577,621	583,115	587,595	583,490	587,155	556,105
730,850	579,426	1,092,948	869,588	958,779	975,168	287,902
11,595,479	9,130,571	11,539,100	12,167,332	8,192,666	13,757,472	13,981,051
3,954,656	3,863,885	4,185,973	4,263,289	4,257,600	4,279,018	4,221,731
3,200,708	13,142,245	9,917,660	334,919	28,426,493	28,812	3,607,563
-	-	28,650	-	-	-	-
175,000	261,638	44,334	268,456	34,755	16,946	-
7,500,000	178,510	294,560	-	-	-	3,546
129,096,851	154,665,659	206,755,598	164,222,103	411,934,343	529,287,259	548,246,471
88,524,517	15,877,682	20,930,455	12,877,761	6,937,209	11,610,464	13,735,715
17,666,404	25,444,323	27,184,653	75,449,202	170,652,884	24,017,210	25,219,976
-	-	-	-	-	258,539,755	402,950,115
30,295,557	28,049,868	28,746,257	26,683,691	32,193,318	37,433,410	46,082,239
-	-	-	-	-	-	-
30,165,000	40,740,000	56,290,000	48,705,000	60,670,000	64,630,000	59,328,477
11,131,207	12,780,341	33,513,011	35,382,628	33,551,564	30,849,801	29,780,279
16,635,087	25,515,599	35,181,744	24,984,317	15,895,908	15,579,259	34,361,598
194,417,772	148,407,813	201,846,120	224,082,599	319,900,883	442,659,899	611,458,399
(65,320,921)	6,257,846	4,909,478	(59,860,496)	92,033,460	86,627,360	(63,211,928)

(Continued)

METRO
Changes in Fund Balances, Governmental Funds, *continued*
Last Ten Fiscal Years
(modified accrual basis of accounting), Unaudited

	2015	2016	2017
OTHER FINANCING SOURCES (USES)			
Bonds issued	-	30,000,000	-
Refunding bonds issued	57,955,000	-	-
Premium on bonds issued	6,780,891	3,479,164	-
Leases (as lessee)	-	-	-
SBITA	-	-	-
Sale of capital assets	23,361	348,744	430,096
Transfers in	964,282	5,779,685	6,815,333
Payment to refunded bond escrow agent	(65,967,620)	-	-
Transfers out	(1,364,097)	(20,145,434)	(16,530,932)
Total other financing sources (uses)	(1,608,183)	19,462,159	(9,285,503)
Net change in fund balances	<u>\$ (28,924,841)</u>	<u>9,272,292</u>	<u>(18,182,010)</u>
Debt service as a percentage of noncapital expenditures	31.8%	39.6%	36.8%

(1) In fiscal year 2016, Metro began reporting the activities of the Zoo in the Oregon Zoo enterprise fund. Prior to this, activities of the Zoo were reported as part of the General Fund, a governmental fund.

(2) In fiscal year 2023, Metro began reporting the activities of the Supportive housing services and Affordable housing as a separate program. Prior to this, activities were reported as part of the Planning, development and research program.

(3) In fiscal year 2023, Metro renamed the Regional planning and development program to Planning, development and research program to more accurately describe the function/program.

2018	2019	2020	2021	2022	2023	2024
103,655,000	652,800,000	200,000,000	27,500,000	-	-	-
-	-	-	-	-	40,873,920	-
14,710,080	2,630,335	10,922,405	-	-	-	-
-	-	-	-	943,561	-	36,152
-	-	-	-	-	1,613,801	2,781,465
933,046	64,909	23,655	9,800	91,807	45,300	13,366
2,485,448	1,904,259	1,449,821	3,732,520	16,897,853	17,108,692	6,710,381
-	-	-	-	-	(41,750,751)	-
(15,798,151)	(15,413,317)	(15,737,577)	(25,854,300)	(31,366,942)	(31,436,453)	(22,134,687)
105,985,423	641,986,186	196,658,304	5,388,020	(13,433,721)	(13,545,491)	(12,593,323)
40,664,502	648,244,032	201,567,782	(54,472,476)	78,599,739	73,081,869	(75,805,251)
23.2%	43.5%	53.9%	42.2%	31.0%	22.4%	15.4%



METRO
Solid Waste Tonnage by Waste Type and Destination (1)
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Waste (2)				Organic (3)		ECU (4)	Regional Total
	Metro-Owned Facilities	Total Per Ton Rate	Privately- Owned Facilities	Total Per Ton Rate	Metro-Owned Facilities	Privately- Owned Facilities	All Waste Types	
2015	471,727	\$ 93.33	664,214	\$ 29.97	86,753	346,772	1,569,466	
2016	509,286	94.98	769,684	29.87	76,970	348,428	1,704,368	
2017	523,199	96.25	827,891	30.24	79,533	384,283	1,814,906	
2018	532,333	94.95	888,129	28.93	74,525	279,730	1,774,717	
2019	549,143	97.45	915,423	30.22	77,630	196,651	1,738,847	
2020	495,164	97.45	919,160	30.15	83,610	290,444	1,788,378	
2021	544,510	98.35	911,497	31.05	86,246	229,645	1,771,898	
2022	576,342	115.15	951,628	39.45	77,598	243,543	1,849,111	
2023	557,405	123.45	1,009,031	42.17	71,650	163,642	1,801,728	
2024	545,354	137.30	952,718	44.69	76,734	200,182	1,774,988	

(1) Waste generated in the Metro region and delivered to solid waste facilities for disposal. The figures represent tons of solid waste from which Metro derives revenue.

(2) "Waste" is mixed solid waste on which Metro levies a Public Goods Charge that generates revenue for the Solid Waste Fund and pays for solid waste programs, and on which an Excise Tax that generates revenue for the General Fund is levied. Waste delivered to Metro's own transfer stations also incurs a user charge that is deposited in the Solid Waste Revenue Fund to pay for station operation, transport, and disposal.

(3) "Organic" is source-separated wood waste, yard debris and compostable food wastes delivered to Metro's own transfer stations. Metro levies a user charge and host fee only on the food waste portion of this group of wastes.

(4) "ECU" or "Environmental Clean-Up" material is soil and cleanup media contaminated by hazardous substances (though not itself a hazardous waste), including petroleum-contaminated soils. Metro levies a reduced-rate Public Goods Charge and Excise Tax only on ECU.

Source: Metro Waste Prevention and Environmental Services Department, solid waste information system.

METRO
Solid Waste Disposal Rates
Last Ten Fiscal Years
Unaudited

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
METRO FACILITIES										
Disposal fee	\$ 61.62	62.87	63.19	63.20	64.41	64.41	64.41	72.81	78.39	89.72
Regional system fee	18.21	18.39	18.48	18.12	17.81	18.58	18.58	25.65	29.37	31.41
Excise tax	11.76	11.48	11.76	10.81	12.41	11.57	12.47	13.80	12.80	13.28
Community & enhancement/host fee	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DEQ fees - orphan sites	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
DEQ fees - promotion	1.11	1.11	1.69	1.69	1.69	1.76	1.76	1.76	1.76	1.76
Total rate per ton (1)	\$ 93.33	94.98	96.25	94.95	97.45	97.45	98.35	115.15	123.45	137.30
Transaction fee-scalehouse	\$ 12.00	12.00	10.00	10.00	10.00	10.00	10.00	14.75	18.00	24.00
Transaction fee-automated	\$ 3.00	3.00	2.00	2.00	2.00	2.00	2.00	2.75	4.25	6.75
PRIVATELY-OWNED FACILITIES										
Regional system fee	\$ 18.21	18.39	18.48	18.12	17.81	18.58	18.58	25.65	29.37	31.41
Excise tax	11.76	11.48	11.76	10.81	12.41	11.57	12.47	13.80	12.80	13.28
Total rate per ton	\$ 29.97	29.87	30.24	28.93	30.22	30.15	31.05	39.45	42.17	44.69

(1) Rates are per ton of mixed waste disposal. For fiscal year 2024, minimum charge is \$40.00 for 240 pounds or less. DEQ rates are set by the State of Oregon Department of Environmental Quality.

Source: Metro Waste Prevention and Environmental Services Department.

METRO
Principal Solid Waste Fee Payers
Current Year and Nine Years Ago
Unaudited

Customer/Payer	2024			2015		
	Fees Paid (1)	Rank	Percentage of Total Solid Waste Fee Revenue	Fees Paid (1)	Rank	Percentage of Total Solid Waste Fee Revenue
Waste Management of Oregon	\$ 21,972,566	1	24.48%	\$ 12,709,461	1	22.17%
Miller's Sanitary Service Inc.	6,693,311	2	7.46	-	-	-
Oregon City Garbage Company	5,469,673	3	6.09	2,853,633	2	4.98
Heiberg Garbage Service	3,650,766	4	4.07	1,733,140	7	3.02
Allied Waste Services of Portland	3,436,170	5	3.83	1,379,378	9	2.41
Arrow Sanitary Service	2,818,495	6	3.14	2,241,244	5	3.91
AGG Recology Inc.	1,838,099	7	2.05	2,567,414	3	4.48
Walker Garbage Service Inc.	1,795,552	8	2.00	1,028,209	10	1.79
City Sanitary Service	1,695,606	9	1.89	-	-	-
Sunset Garbage Collection Inc.	1,612,155	10	1.80	-	-	-
Trashco Services Inc.	-	-	-	1,985,666	6	3.46
Kellar Drop Box Inc.	-	-	-	1,721,044	8	3.00
Portland Disposal & Recycling	-	-	-	2,483,267	4	4.33
Total	\$ 50,982,393		56.81%	\$ 30,702,456		53.55%

(1) Customers pay a per ton rate for solid waste disposal. The per ton rate includes various fee components which change each fiscal year. See Solid Waste Disposal Rates table for rate detail.

Sources: Metro Waste Prevention and Environmental Services Department and Metro Accounting Division.

METRO
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Governmental Activities					
	General Obligation Bonds	Full Faith and Credit Refunding Bonds	Dedicated Tax Revenue Bonds	Pension Obligation Bonds	Leases Payable	SBITA Payable
2015	\$ 209,240,729	\$ 10,900,000	\$ -	\$ 20,975,000	\$ -	\$ -
2016	217,472,440	9,125,000	-	20,155,000	-	-
2017	191,285,127	7,880,000	-	19,225,000	-	-
2018	202,515,140	21,721,580	60,048,719	18,170,000	-	-
2019	816,251,155	20,319,463	58,889,720	16,985,000	-	-
2020	970,079,966	18,902,344	57,700,721	15,660,000	-	-
2021	925,901,419	41,275,229	56,476,722	14,180,000	-	-
2022	878,162,868	27,943,112	55,217,723	12,535,000	723,596	-
2023	821,771,917	14,500,995	53,918,724	10,715,000	478,343	787,812
2024	765,094,158	13,318,877	52,569,725	8,705,000	260,861	2,200,442

(1) See Demographic and Economic Statistics table for personal income and population data.
 Data reflects revisions to previous years and therefore may not match previously published reports.

* Not available

Business-type Activities				Percentage of Personal Income (1)	Per Capita (1)
Full Faith and Credit Bonds	Leases Payable	SBITA Payable	Total Primary Government		
\$ 9,605,617	\$ -	\$ -	\$ 250,721,346	0.21%	\$ 143.65
8,988,560	-	-	255,741,000	0.21	143.74
7,895,584	-	-	226,285,711	0.17	124.89
7,017,472	-	-	309,472,911	0.22	168.28
6,099,360	-	-	918,544,698	0.63	494.22
5,141,247	-	-	1,067,484,278	0.68	581.92
4,158,135	-	-	1,041,991,505	0.60	573.52
3,145,022	15,465,305	-	993,192,626	0.56	544.85
2,101,909	14,753,779	618,702	919,647,181	0.49	502.43
1,043,797	13,642,768	379,251	857,214,879	N/A*	466.43

METRO
Ratios of Net General Bonded Debt Outstanding
Last Ten Fiscal Years
Unaudited

General Bonded Debt Outstanding						Percentage of Actual Real Market Value of Property	Per Capita (2)
Fiscal Year Ended June 30,	General Obligation Bonds	Pension Obligation Bonds	Less: Amounts Restricted to Repaying Principal	Net General Bonded Debt	Real Market Value (1)		
2015	\$ 209,240,729	\$ 20,975,000	\$ 1,270,502	\$ 228,945,227	\$ 211,844,217,262	0.11%	\$ 131.17
2016	217,472,440	20,155,000	495,726	237,131,714	232,729,794,715	0.10	133.28
2017	191,285,127	19,225,000	814,903	209,695,224	266,256,751,631	0.08	115.73
2018	202,515,140	18,170,000	847,417	219,837,723	299,124,101,408	0.07	119.54
2019	816,251,155	16,985,000	3,178,629	830,057,526	326,072,241,004	0.25	446.61
2020	970,079,966	15,660,000	3,539,568	982,200,398	336,012,820,952	0.29	535.43
2021	925,901,419	14,180,000	3,933,561	936,147,858	353,506,458,459	0.26	515.26
2022	878,162,868	12,535,000	2,829,578	887,868,290	376,897,140,782	0.24	487.07
2023	821,771,917	10,715,000	3,412,782	829,074,135	423,733,033,399	0.20	452.95
2024	765,094,158	8,705,000	4,778,602	769,020,556	448,178,871,542	0.17	418.44

Sources:

(1) The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.

(2) See Demographic and Economic Statistics table for population data.

METRO
Direct and Overlapping Governmental Activities Debt
As of June 30, 2024
Unaudited

Overlapping Government	Net Property Tax Backed Debt	Percent within Metro	Share of Overlapping Debt
City of Beaverton	\$ 28,850,000	99.87%	\$ 28,812,899
City of Cornelius	1,835,703	95.08	1,745,352
City of Fairview	5,846,607	100.00	5,846,607
City of Gladstone	7,002,830	100.00	7,002,830
City of Gresham	26,350,378	100.00	26,350,378
City of Hillsboro	70,920,000	98.67	69,979,246
City of Lake Oswego	81,695,000	100.00	81,695,000
City of Milwaukie	53,102,462	100.00	53,102,462
City of Oregon City	11,420,000	99.82	11,399,684
City of Portland	401,515,000	100.00	401,512,189
City of Sherwood	60,979,148	99.97	60,959,940
City of Tigard	14,077,519	99.78	14,046,647
City of Troutdale	3,515,000	100.00	3,515,000
City of Tualatin	29,819,531	100.00	29,819,531
City of West Linn	25,780,000	100.00	25,780,000
City of Wilsonville	17,351,700	99.91	17,336,240
City of Wood Village	2,375,000	100.00	2,375,000
Clackamas Community College	117,601,792	72.99	85,836,489
Clackamas County	100,575,000	73.11	73,528,874
Clackamas County ESD	26,603,764	73.32	19,505,242
Clackamas County RFPD 1	21,642,113	85.28	18,457,303
Clackamas County SD 115 (Gladstone)	18,847,142	100.00	18,847,142
Clackamas County SD 12 (North Clackamas)	609,616,006	98.66	601,422,157
Clackamas County SD 3J (West Linn-Wilsonville)	463,502,321	94.91	439,914,224
Clackamas County SD 46 (Oregon Trail)	67,160,487	6.19	4,153,943
Clackamas County SD 62 (Oregon City)	258,697,607	70.22	181,669,359
Clackamas County SD 7J (Lake Oswego)	365,400,000	100.00	365,400,000
Clackamas County SD 86 (Canby)	94,805,000	11.80	11,191,351
Clackamas Soil & Water Conservation	5,035,000	73.11	3,681,013
Columbia County SD 1J (Scappoose)	14,835,000	9.68	1,436,651
Corbett Water District	204,863	22.56	46,222
Lusted Water District	385,000	97.34	374,771
Mt. Hood Community College	69,765,000	84.95	59,265,647
Multnomah County	509,757,429	99.06	504,980,492
Multnomah County RFPD 10	381,421	85.09	324,543
Multnomah County RFPD 14	4,445,000	18.61	827,223
Multnomah County SD 10J (Gresham-Barlow)	276,270,271	96.22	265,834,437
Multnomah County SD 1J (Portland)	1,858,703,000	99.66	1,852,441,030
Multnomah County SD 28J (Centennial)	62,246,644	100.00	62,246,644
Multnomah County SD 3 (Parkrose)	85,971,037	100.00	85,971,037
Multnomah County SD 40 (David Douglas)	183,003,098	100.00	183,003,098
Multnomah County SD 51J (Riverdale)	9,691,882	100.00	9,691,882
Multnomah County SD 7 (Reynolds)	146,835,941	100.00	146,835,941
Multnomah ESD	59,432,417	99.12	58,910,719

(Continued)

METRO
Direct and Overlapping Governmental Activities Debt, *continued*
As of June 30, 2024
Unaudited

Overlapping Government	Net Property Tax Backed Debt	Percent within Metro	Share of Overlapping Debt
Northwest Regional ESD	\$ 13,060,000	73.61%	\$ 9,613,923
Oak Lodge Water Services District	402,000	100.00	402,000
Pleasant Home Water District	1,010,000	57.47	580,461
Portland Community College	617,155,000	91.94	567,387,004
Rivergrove Water District 14J	3,210,764	100.00	3,210,764
Tualatin Hills Park & Recreation District	40,267,598	99.92	40,234,055
Tualatin Valley Fire & Rescue District	48,930,000	89.61	43,844,363
Valley View Water District	918,441	100.00	918,441
Washington County	134,636,465	93.48	125,857,090
Washington County SD 15 (Forest Grove)	145,103,930	80.88	117,361,800
Washington County SD 1J (Hillsboro)	464,345,000	86.22	400,360,581
Washington County SD 23J (Tigard-Tualatin)	285,455,000	99.74	284,709,677
Washington County SD 48J (Beaverton)	1,072,094,363	99.90	1,070,970,808
Washington County SD 88J (Sherwood)	280,395,027	82.23	230,571,634
Subtotal, overlapping debt	<u>\$ 9,380,833,701</u>		8,793,099,040
Metro direct debt			839,687,760
Total direct and overlapping debt			<u>\$ 9,632,786,800</u>

Note: Overlapping governments are those that coincide, at least in part, with the geographic boundaries of Metro. This schedule estimates the portion of the outstanding debt of those overlapping governments that is borne by the property taxpayers of Metro. "Net property tax backed debt" is gross property tax backed debt less self-supporting unlimited-tax general obligation, self-supporting full faith and credit debt, and revenue bonds.

Source: The Municipal Debt Advisory Commission, State of Oregon.

METRO
Legal Debt Margin Information
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Debt Limit	Total Net Debt Applicable to Limit	Legal Debt Margin	Total Net Debt Applicable to the Limit as a Percentage of the Debt Limit
2015	\$ 21,184,421,726	\$ 182,305,000	\$ 21,002,116,726	0.86 %
2016	23,272,979,472	190,565,000	23,082,414,472	0.82
2017	26,625,675,163	168,425,000	26,457,250,163	0.63
2018	29,912,410,141	179,415,000	29,732,995,141	0.60
2019	32,607,224,100	794,805,000	31,812,419,100	2.44
2020	33,781,364,510	942,030,000	32,839,334,510	2.79
2021	35,350,645,846	900,740,000	34,449,905,846	2.55
2022	37,689,714,078	855,890,000	36,833,824,078	2.27
2023	42,373,303,340	807,453,920	41,565,849,420	1.91
2024	44,817,887,154	752,250,443	44,065,636,711	1.68

Legal Debt Margin Calculation for Fiscal Year 2024

True cash value	\$ 448,178,871,542
Debt limit (10% of true cash value)	44,817,887,154
Debt applicable to limit:	
Gross bonded debt principal	\$ 820,010,443
Less legal deductions from debt limit:	
Full Faith and Credit Refunding Bonds 2016 Series	(1,005,000)
Full Faith and Credit Bonds 2018 Series	(12,230,000)
Dedicated Tax Revenue OCC Hotel Project Bonds 2017 Series	(45,820,000)
Metro Limited Tax Pension Obligation Bonds Series 2005	(8,705,000)
Total net debt applicable to limit	752,250,443
Legal debt margin	\$ 44,065,636,711

Note: ORS 268.520 sets a debt limit of 10% of the true cash value of all taxable property within the district.

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington Counties.

METRO
Revenue Support for Dedicated Tax Revenue Bonds, Series 2017 (OCC Hotel Project)
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Multnomah County Transient Lodging Tax (TLT) Collections		Visitor Facilities Trust Account (VFTA) TLT Net Revenue			
	3% Excise Tax Fund (ETF) TLT(1)	2.5% VFTA TLT(2)	VFTA TLT Net Revenue (3)	City of Portland Bonds VFTA Existing Debt Service (4)	VFTA Payments Available for Series 2017 Bonds (5) (7)	VFTA Payments Transferred to Metro (5)
2015	\$ 16,187,084	13,489,237	13,447,078	7,987,333	5,459,745	-
2016	18,713,326	15,594,438	15,587,195	8,480,753	7,106,442	-
2017	19,193,769	15,999,832	15,999,832	9,574,819	6,425,013	6,425,013
2018	18,978,594	15,800,071	15,800,071	8,777,222	7,022,849	6,963,788
2019	22,251,356	18,515,110	18,515,110	9,030,659	9,484,451	4,942,458
2020	17,283,587	14,381,807	14,381,807	9,306,196	5,075,612	5,842,244
2021	6,996,146	5,824,674	5,824,674	8,571,735	(2,747,061)	3,885,047
2022	13,452,244	12,058,261	12,058,261	7,575,913	4,482,348	4,620,489
2023	16,924,363	16,164,618	16,164,618	7,201,884	8,962,734	4,990,116
2024	16,477,783	16,255,146	16,255,146	7,786,500	8,468,646	5,238,277

(1) A component of 3% ETF TLT transferred by Multnomah County to Metro for OCC operating support, including the payment of debt service of the Series 2017 Bonds, defined as "ETF Payments."

(2) A component of 2.5% VFTA TLT transferred by Multnomah County to Metro for payment of debt service of the Series 2017 Bonds, defined as "VFTA Payments."

(3) Excludes VFTA Vehicle Registration Tax (VRT) Revenue.

(4) Debt service on the City of Portland OCC and Stadium bonds and Full Faith and Credit Loan Agreement (PCPA Refunding, defeased in Fiscal Year 2016).

(5) Pledged for repayment of the Series 2017 Bonds, effective date of issuance fiscal year 2018.

(6) Debt service begins fiscal year 2018.

(7) Negative amounts represent the use of reserves for the VFTA payments.

ETF Payments to Metro (5)	Total Pledged Revenue (VFTA Payments plus ETF Payments) (5)	Pledged Revenue Used to Pay Debt Service (6)	Debt Service Requirements		
			Principal	Interest	Coverage
9,519,489	-	-	-	-	-
10,185,853	-	-	-	-	-
10,898,863	17,323,876	-	-	-	-
11,193,132	18,215,981	2,896,215	725,000	2,171,215	6.29
11,634,142	21,118,593	3,396,550	865,000	2,531,550	6.22
12,448,532	17,524,144	3,400,600	895,000	2,505,600	5.15
12,805,464	10,058,403	3,399,800	930,000	2,469,800	2.96
13,015,285	17,497,633	3,397,600	965,000	2,432,600	5.15
13,926,355	22,889,089	3,399,000	1,005,000	2,394,000	6.73
14,901,200	23,369,846	3,398,750	1,055,000	2,343,750	6.88

METRO
Demographic and Economic Statistics
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Population (1)	Total Personal Income (in thousands) (2)	Per Capita Personal Income (2)	Portland Metropolitan Unemployment Rate (2)
2015	1,745,385	\$ 116,717,024	\$ 48,916	5.5%
2016	1,779,245	122,490,579	50,367	5.0
2017	1,811,860	130,352,553	52,962	4.2
2018	1,839,005	139,580,730	56,285	3.9
2019	1,858,560	146,249,446	58,551	3.9
2020	1,834,423	157,527,834	62,557	10.3
2021	1,816,841	173,993,617	69,099	5.1
2022	1,822,889	178,227,657	71,037	3.8
2023	1,830,393	188,084,378	74,992	3.7
2024	1,837,831 (3)	N/A*	N/A*	4.3

* Not available

(1) For Clackamas, Multnomah and Washington counties. Data reflects revisions to previous years and therefore may not match previously published reports.

(2) Portland-Vancouver-Hillsboro OR-WA MSA. Data reflects revisions to previous years and therefore may not match previously published reports.

(3) Preliminary estimate.

Sources:

Population Research Center, Portland State University.

Oregon Employment Department.

U.S. Department of Commerce, Bureau of Economic Analysis (BEA).

METRO
Principal Employers (1)
Current Year and Nine Years Ago
Unaudited

Employer	2024			2015		
	Employees	Rank	Percentage of Total Metropolitan Area Employment	Employees	Rank	Percentage of Total Metropolitan Area Employment
Intel Corporation	23,192	1	1.86%	17,500	3	1.60%
Oregon Health & Science University	20,917	2	1.68	14,616	5	1.34
Providence Health System	20,700	3	1.66	15,239	4	1.39
US Government	19,100	4	1.53	17,900	2	1.64
State Government	13,900	5	1.12	23,200	1	2.12
Kaiser Permanente	13,086	6	1.05	11,881	6	1.09
Nike, Inc.	10,700	7	0.86	8,000	10	0.73
Fred Meyer Stores	9,000	8	0.72	10,237	8	0.94
Portland Public Schools	7,638	9	0.61	-	-	-
City of Portland	6,631	10	0.53	8,558	9	0.78
Legacy Health System	-	-	-	10,436	7	0.95
Total	144,864		11.62%	137,567		12.58%

(1) Portland-Vancouver-Hillsboro OR-WA MSA

Source: Piper Sandler & Co.



METRO
Full-Time Equivalent Employees by Function/Program
Last Ten Fiscal Years
Unaudited

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
FUNCTIONS/PROGRAMS										
Primary Government:										
<i>Governmental activities:</i>										
General government operations	181.80	183.20	170.85	175.77	179.66	193.40	177.00	246.40	280.40	304.40
Planning, development and research	75.65	76.30	85.30	84.80	93.06	93.80	90.50	80.10	76.00	81.10
Housing (9)	-	-	-	-	-	-	-	-	22.50	41.40
Culture and recreation (9)	83.55	92.10	99.80	103.95	112.06	121.90	135.90	127.20	138.50	139.30
Zoo (1)	187.15	-	-	-	-	-	-	-	-	-
Total governmental activities	528.15	351.60	355.95	364.52	384.78	409.10	403.40	453.70	517.40	566.20
<i>Business-type activities:</i>										
Solid Waste	101.30	107.45	114.16	121.79	139.96	179.76	181.96	192.80	195.25	191.90
Oregon Zoo (1)	-	198.65	200.60	207.60	209.25	209.00	186.55	182.85	192.35	192.85
MERC	182.35	186.35	189.95	195.65	200.97	201.70	194.95	197.85	197.10	202.50
Total business-type activities	283.65	492.45	504.71	525.04	550.18	590.46	563.46	573.50	584.70	587.25
Total primary government	811.80	844.05	860.66	889.56	934.96	999.56	966.86	1,027.20	1,102.10	1,153.45
		(2)		(3)	(4)	(5)	(6)	(7)	(8)	(10)

(1) In fiscal year 2016, Metro began reporting the activities of the Zoo in the Oregon Zoo enterprise fund. Prior to this, activities of the Zoo were reported as part of the General Fund, a governmental fund.

(2) Increase over previous fiscal year is due to conversion of temporary to permanent positions. Increased service demands at the venues and in parks management also led to the addition of staff.

(3) Increase over previous fiscal year is primarily due to an increase in service demand for visitor venues, central services, solid waste operations and parks management.

(4) Increase over previous fiscal year is due to planning staff needed for the Affordable Housing Bond projects, increase in service demand for solid waste operations, and MetroPaint staff converted from contracted to permanent positions.

(5) General governmental operations increased primarily due to Construction Project Management group being moved to the general fund. Culture and recreation increased due to new Parks and Nature Bond passing.

(6) COVID impacted the organization and nearly every department had to make personnel reductions in this fiscal year. The most substantial impact of COVID was on FTE for the visitor venues, Zoo, and MERC.

(7) Increase over previous fiscal year is primarily due to adding back COVID staffing cuts, increases in staffing levels to support housing programs, and transitioning some contracted labor to Metro FTE.

(8) Increase over previous fiscal year is primarily due to adding back COVID Zoo staffing cuts, increases in staffing levels to support housing programs, tribal affairs, community investments and central services. Housing was separated from planning, development and research during the fiscal year resulting in a decrease to planning, development and research FTE.

(9) In fiscal year 2023, Metro began reporting the activities of the Supportive housing services and Affordable housing as a separate program. Prior to this, activities were reported as part of the Planning, development and research program.

(10) Increases in FTE were driven by Housing as there was increased demand for implementation assistance for county Supportive housing services projects as well as central services and MERC which were still rebuilding post-pandemic.

Source: Metro Adopted Budget documents.

METRO
Operating Indicators by Functions/Programs
Last Ten Fiscal Years
Unaudited

FUNCTIONS/PROGRAMS	2015	2016	2017
Primary Government:			
<i>Governmental activities:</i>			
General government operations:			
Business licenses issued	2,918	3,079	3,019
General obligation bond rating:			
Moody's	Aaa	Aaa	Aaa
Standard and Poor's	AAA	AAA	AAA
Planning, development and research:			
Data Resource Center sales of maps and aerials (8)	\$ 81,943	70,467	65,305
Culture and recreation:			
Visitors to Blue Lake Park, Oxbow Park and Chinook Landing (5)	719,804	850,623	847,453
Volunteer visits (9)	4,472	3,370	5,508
Volunteer hours (9)	14,385	15,349	15,083
Acres acquired in Open Spaces and Natural Areas land target areas	361	180	507
<i>Business-type activities:</i>			
Solid Waste:			
Recycling Information Center calls/hits on website (3)	147,875	146,708	169,444
Students reached in elementary and secondary school presentations (6)	44,482	45,150	51,519
Regional recovery rate (1)	59.8%	47.0%	46.6%
Hazardous waste net cost per pound	\$ 0.97	1.04	1.04
Gallons of recycled paint produced	243,341	220,016	203,421
Latex paint revenue	\$ 1,360,872	1,286,638	1,149,852
PaintCare revenue (management of post-consumer paint) (4)	\$ 1,521,246	1,567,449	1,481,844
Oregon Zoo (2):			
Adult admission price	\$ 11.50	14.95	14.95
Annual attendance	1,560,035	1,494,316	1,549,394
Volunteer hours	130,065	98,722	91,911
Enterprise revenue as percentage of operating revenue	61.2%	59.5%	62.6%
Contributions and donations as percent of total revenue	2.0%	3.8%	6.2%
MERC:			
Annual attendance			
Oregon Convention Center (7)	633,047	632,823	624,538
Portland Expo Center	381,169	398,705	385,184
Portland's Centers for the Arts (7)	876,819	928,151	946,691
Number of events/performance			
Oregon Convention Center (7)	81	74	70
Portland Expo Center	112	121	109
Portland's Centers for the Arts (7)	967	964	971
Capacity			
Occupancy rate (75% considered maximum)			
Oregon Convention Center (7)	51%	58%	48%

*Not available

(1) Regional recovery rate is calculated by taking total waste generated in the region divided by amount recycled plus DEQ credits up to 6% for waste prevention, reuse, and home composting. 2016 rate reflects DEQ no longer adding the 6% in recovery credits.

(2) In fiscal year 2016, Metro began reporting the activities of the Zoo in the Oregon Zoo enterprise fund. Prior to this, activities of the Zoo were reported as part of the General Fund, in governmental activities.

(3) In November 2018, the Recycling Information updated the phone system moving from a Cisco-VOIP system supported by Metro's information services department to a cloud-based hosted service (aka interaction routing strategy) managed by CenturyLink. The data tracking for the year was split between the two systems and tracked similarly with some differences.

(4) PaintCare revenues derived from a project for the management of post-consumer paint.

(5) Car counter was not in place at Blue Lake from January 2015 through June 2015 due to new entry construction.

(6) The Metro Youth Education team adapted to distance learning by continuing to reach youth virtually over the 2020-21 school year.

(7) Oregon Convention Center and Portland's had no activity to report for fiscal year 2021 as the venues were shuttered due to COVID.

(8) In fiscal year 2023, Metro made the RLIS subscription offerings free which resulted in a decrease in revenue for maps and aerials.

(9) Volunteer visits and hours are no longer tracked in culture and recreation as the model has shifted away from volunteerism towards nature education as of fiscal year 2023.

Source: Various Metro departments. Data reflects revisions to previous years and therefore may not match previously published reports.

2018	2019	2020	2021	2022	2023	2024
3,207	3,122	3,152	3,176	3,154	3,174	3,006
Aaa AAA	Aaa AAA	Aaa AAA	Aaa AAA	Aaa AAA	Aaa AAA	Aaa AAA
77,675	67,245	64,095	64,215	57,115	10,725	8,695
1,027,604	993,133	841,942	727,144	537,582	531,676	522,275
2,841	3,459	1,865	234	576	N/A*	N/A*
12,080	10,576	5,703	887	2,872	N/A*	N/A*
183	246	213	101	240	188	296
184,084	231,000	224,380	220,535	207,180	180,482	217,082
54,723	42,998	24,642	11,405	6,533	28,513	20,776
44.7%	46.8%	46.5%	44.2%	43.9%	N/A*	N/A*
1.13	0.99	1.36	1.39	1.96	1.59	2.15
176,489	201,895	161,041	145,035	156,824	238,428	224,885
1,064,213	1,205,964	941,447	876,610	857,673	904,888	1,118,167
1,650,050	1,792,651	1,459,255	1,635,153	1,393,020	1,349,037	1,333,629
17.95	22.95	17.95	24.00	24.00	24.00	24.00
1,704,918	1,529,078	977,639	901,315	1,246,800	1,217,068	1,321,154
93,174	78,113	64,666	6,665	12,546	16,636	10,874
70.2%	68.5%	54.9%	60.7%	72.9%	61.2%	52.2%
6.2%	4.9%	9.3%	17.6%	5.7%	5.9%	8.7%
619,068	697,923	435,612	-	449,580	300,873	486,903
392,760	471,400	247,815	60,462	347,794	245,848	212,430
958,064	917,425	672,246	-	560,333	712,608	801,510
77	70	46	-	43	61	297
114	121	90	83	66	76	109
946	983	648	-	586	713	789
45%	51%	47%	0%	41%	49%	52%

METRO
Capital Asset Statistics by Function/Program
Last Ten Fiscal Years
Unaudited

	2015	2016	2017
FUNCTIONS/PROGRAMS			
Primary Government:			
<i>Governmental activities:</i>			
General government operations:			
Regional Center facilities	1	1	1
Square footage	110,000	110,000	196,960
Parking spaces - Regional Center garage	162	162	162
Parking spaces - Irving Street garage	485	485	485
Culture and recreation:			
Regional park facilities	8	8	8
Acres (including acres acquired using Natural areas bond proceeds)	2,305	2,305	2,305
Cemeteries	14	14	14
Acres	67	67	67
Golf facilities	1	1	1
Acres	232	232	232
18-hole courses	2	2	2
Marine facilities	3	3	3
Natural areas acquired from Multnomah County	7	7	7
Acres	2,422	2,422	2,422
Open Spaces land target areas	20	20	20
Acres	7,684	7,684	7,684
Natural areas acquired using bond proceeds	27	27	27
Acres	4,910	5,090	5,596
<i>Business-type activities:</i>			
Solid Waste:			
Transfer stations (including hazardous waste facilities)	2	2	2
Latex paint facilities	1	1	1
Closed landfills maintained	1	1	1
RID Deployment Center	-	-	-
Oregon Zoo (1):			
Acres	65	65	65
Buildings and exhibits	67	67	68
Railways	2	2	2
MERC:			
Convention Centers	1	1	1
Square footage	907,000	907,000	907,000
Parking spaces	800	716	716
Exposition Centers	1	1	1
Square footage	330,000	330,000	333,000
Parking spaces	2,256	2,256	2,556

Note: No capital asset indicators are available for the planning, development and research program.

(1) In fiscal year 2016, Metro began reporting the activities of the Zoo in the Oregon Zoo enterprise fund. Prior to this, activities of the Zoo were reported as part of the General Fund, in governmental activities.

Source: Various Metro departments.

2018	2019	2020	2021	2022	2023	2024
1	1	1	1	1	1	1
196,960	196,960	196,960	196,960	196,960	196,960	196,960
162	162	162	162	162	162	162
485	485	485	485	485	485	485
8	8	8	8	8	8	8
2,305	2,305	2,305	2,305	2,305	2,305	2,305
14	14	14	14	14	14	14
67	67	67	67	67	67	67
1	1	1	1	1	1	1
232	232	232	232	232	232	232
2	2	2	2	2	2	2
3	3	3	3	3	3	3
7	7	7	7	7	7	7
2,422	2,422	2,422	2,422	2,422	2,422	2,422
20	20	20	20	20	20	20
7,684	7,684	7,684	7,684	7,684	7,684	7,684
27	27	27	27	27	24	24
5,778	6,024	6,237	6,338	6,578	6,766	7,062
2	2	2	2	2	2	2
1	1	1	1	1	1	1
1	1	1	1	1	1	1
-	-	-	-	-	-	1
65	65	65	65	65	65	65
68	68	68	68	68	68	68
2	2	2	2	2	2	2
1	1	1	1	1	1	1
907,000	907,000	907,000	907,000	907,000	907,000	907,000
791	791	791	791	791	791	791
1	1	1	1	1	1	1
333,000	333,000	333,000	333,000	333,000	333,000	333,000
2,556	2,556	2,556	2,556	2,556	2,556	2,556

METRO
Property Tax Levies and Collections (1)
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Total Tax Levy for Fiscal Year	Collected within the Fiscal Year of the Levy		Collections in Subsequent Fiscal Years	Total Collections to Date		Total Uncollected Taxes for the Fiscal Year
		Tax Collections	Percentage of Levy		Tax Collections	Percentage of Levy	
2015	\$ 63,625,056	\$ 60,524,636	95.1%	\$ 1,251,065	\$ 61,775,701	97.1%	\$ 3,256,373
2016	56,981,126	54,251,668	95.2	907,462	55,159,130	96.8	3,355,651
2017	61,417,731	58,526,399	95.3	846,997	59,373,396	96.7	3,523,722
2018	66,623,193	63,459,709	95.3	839,204	64,298,913	96.5	3,392,641
2019	80,232,825	76,823,359	95.8	1,025,251	77,848,610	97.0	2,184,005
2020	118,129,185	112,972,917	95.6	1,499,369	114,472,286	96.9	2,403,194
2021	109,569,884	105,001,839	95.8	1,124,929	106,126,768	96.9	2,406,117
2022	111,354,054	106,713,185	95.8	934,341	107,647,526	96.7	2,418,035
2023	116,417,354	111,481,104	95.8	672,923	112,154,027	96.3	2,486,787
2024	124,162,584	118,303,563	95.3	-	118,303,563	95.3	2,947,338

(1) Property tax levies provide operating revenue for the General Fund and the Parks and Nature Operating Fund and debt service for Metro's general obligation bonds.

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties. Data reflects revisions to previous years and therefore may not match previously published reports.

METRO
Taxable Property Values
Last Ten Fiscal Years
Unaudited

Fiscal Year Ended June 30,	Total Assessed Valuation		AV used to Calculate Rates	
	Real Market Value (1)	(AV)	Urban Renewal Excess	(2)
Metro – Total Area				
2015	\$ 211,844,217,262	149,658,475,167	7,196,823,537	142,461,651,630
2016	232,729,794,715	157,332,876,813	7,692,366,115	149,640,510,698
2017	266,256,751,631	164,726,153,314	8,800,597,517	155,925,555,797
2018	299,124,101,410	173,009,992,753	9,598,803,019	163,411,189,734
2019	326,072,241,004	179,748,438,545	10,330,532,400	169,417,906,145
2020	336,012,820,952	187,871,290,559	11,037,634,600	176,833,655,959
2021	353,506,458,459	196,522,905,777	11,731,215,064	184,791,690,713
2022	376,897,140,782	203,819,569,151	10,707,037,199	193,112,531,952
2023	423,733,033,399	213,198,170,547	11,422,397,296	201,775,773,251
2024	448,178,871,542	223,001,150,790	8,139,256,387	214,861,894,403
Portion of Metro Located in Multnomah County				
2015	\$ 107,182,217,862	68,400,496,894	5,690,908,219	62,709,588,675
2016	118,439,572,417	71,365,034,261	6,080,696,726	65,284,337,535
2017	138,109,555,282	74,755,397,687	6,804,941,684	67,950,456,003
2018	157,192,504,703	78,638,078,635	7,438,667,311	71,199,411,324
2019	171,296,770,318	81,401,405,120	7,939,555,685	73,461,849,435
2020	175,102,627,961	84,962,241,690	8,295,865,811	76,666,375,879
2021	182,501,863,490	88,820,136,360	8,672,590,819	80,147,545,541
2022	192,519,602,742	91,514,626,280	7,247,261,158	84,267,365,122
2023	206,962,138,926	95,281,450,380	7,165,195,789	88,116,254,591
2024	208,698,379,333	99,092,190,940	3,707,868,623	95,384,322,317
Portion of Metro Located in Washington County				
2015	\$ 66,641,438,168	49,956,068,958	328,606,130	49,627,462,828
2016	72,210,640,850	53,190,401,212	308,315,912	52,882,085,300
2017	80,476,887,028	55,606,866,466	528,351,591	55,078,514,875
2018	89,533,841,339	58,356,654,076	660,442,801	57,696,211,275
2019	97,859,133,163	60,798,329,166	802,404,836	59,995,924,330
2020	102,088,763,082	63,665,739,901	1,020,055,114	62,645,684,787
2021	107,528,977,578	66,677,697,092	1,177,844,163	65,499,852,929
2022	115,239,115,251	69,595,064,434	1,447,495,303	68,147,569,131
2023	136,030,329,810	73,310,084,012	1,966,849,817	71,343,234,195
2024	142,291,665,217	77,380,141,194	2,602,002,178	74,778,139,016
Portion of Metro Located in Clackamas County				
2015	\$ 38,020,561,232	31,301,909,315	1,177,309,188	30,124,600,127
2016	42,079,581,448	32,777,441,340	1,303,353,477	31,474,087,863
2017	47,670,309,321	34,363,889,161	1,467,304,242	32,896,584,919
2018	52,397,755,368	36,015,260,042	1,499,692,907	34,515,567,135
2019	56,916,337,523	37,548,704,259	1,588,571,879	35,960,132,380
2020	58,821,429,909	39,243,308,968	1,721,713,675	37,521,595,293
2021	63,475,617,391	41,025,072,325	1,880,780,082	39,144,292,243
2022	69,138,422,789	42,709,878,437	2,012,280,738	40,697,597,699
2023	80,740,564,663	44,606,636,155	2,290,351,690	42,316,284,465
2024	97,188,826,992	46,528,818,656	1,829,385,586	44,699,433,070

(1) Value represents the Real Market Value of taxable properties, including the reduction in Real Market Value of specially assessed properties such as farm and forestland. This value is also commonly referred to as the Measure 5 Real Market Value by county assessors.

(2) Assessed value of property in Metro on which the Permanent Rate is applied to derive ad valorem property taxes, excluding urban renewal, exempt property within enterprise zones and any other offsets.

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.

METRO
Property Tax Rates by Type of Levy
Last Ten Fiscal Years
Unaudited

<u>Fiscal Year Ended June 30,</u>	<u>Permanent Rate</u>	<u>Local Option Levy Rate</u>	<u>General Obligation Bond Levy Rate (1)</u>	<u>Total Rate</u>
2015	\$ 0.0966	0.0960	0.2660	0.4586
2016	0.0966	0.0960	0.1982	0.3908
2017	0.0966	0.0960	0.2057	0.3983
2018	0.0966	0.0960	0.2203	0.4129
2019	0.0966	0.0960	0.2827	0.4753
2020	0.0966	0.0960	0.4806	0.6732
2021	0.0966	0.0960	0.4071	0.5997
2022	0.0966	0.0960	0.3917	0.5843
2023	0.0966	0.0960	0.3893	0.5819
2024	0.0966	0.0960	0.3984	0.5910

(1) General obligation (GO) bond levy rate is a calculation of total GO levy divided by Assessed Value used to calculate rates. Data reflects revisions to previous years and, therefore, may not match previously published reports.

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.

METRO
Principal Property Tax Taxpayers within the District by County
(amounts expressed in thousands)
June 30, 2024
Unaudited

Taxpayer Account	Type of Business	Assessed Valuation	Percent of Total Valuation
MULTNOMAH COUNTY			
Portland General Electric Co	Electric utility	\$ 776,234	0.81%
Port of Portland	Marine and aviation facilities	775,712	0.81
Pacificorp (PP&L)	Electric utility	752,430	0.79
Microstar Keg Management LLC	Craft beer industry services	715,422	0.75
Boeing Company	Aircraft manufacturing	471,887	0.49
Alaska Airlines Inc	Air Travel	398,193	0.42
Comcast Corporation	Telecommunications	359,967	0.38
Weston Investment Co LLC	Nonresidential construction	344,594	0.36
Verizon Communications Inc	Telecommunications	221,041	0.23
Northwest Natural Gas Co	Natural gas utility	219,888	0.23
All other taxpayers	-	90,348,954	94.73
	Total	\$ 95,384,322	100.00%
WASHINGTON COUNTY			
Intel Corporation	Computer electronics	\$ 1,943,426	2.60%
Nike Inc	Athletic apparel	1,493,386	2.00
Portland General Electric Co	Electric utility	1,224,054	1.64
Northwest Natural Gas Co	Natural gas utility	486,390	0.65
Pacific Realty Associates	Real estate	452,136	0.60
Comcast Corporation	Telecommunications	413,757	0.55
Genentech Inc	Biotechnology	388,964	0.52
Maxim Integrated Products Inc	Semiconductor manufacturing	348,935	0.47
Verizon Communications Inc	Telecommunications	296,777	0.40
Northwest Fiber LLC	Telecommunications	264,087	0.35
All other taxpayers	-	67,466,227	90.22
	Total	\$ 74,778,139	100.00%
CLACKAMAS COUNTY			
Portland General Electric Co	Electric utility	\$ 406,286	0.91%
General Growth Properties Inc	Real estate	304,513	0.68
PCC Structurals Inc	Metal castings and machining	293,207	0.66
Fred Meyer Stores Inc	Retailer	235,349	0.53
Shorenstein Properties LLC	Real estate	224,846	0.50
Northwest Natural Gas Co	Natural gas utility	214,559	0.48
Comcast Corporation	Telecommunications	122,244	0.27
Roic Oregon LLC	Real estate	97,000	0.22
Meadows Road LLC	Real estate	81,088	0.18
Twist Bioscience	Biotechnology company	80,426	0.18
All other taxpayers	-	42,639,915	95.39
	Total	\$ 44,699,433	100.00%

Source: The Departments of Assessment and Taxation for Multnomah, Clackamas and Washington counties.



A white goat with long, shaggy fur and curved horns stands in a rocky, grassy area. The goat is facing slightly to the right. A dark blue hexagonal overlay is positioned in the lower center of the image, containing the text "Audit Comments and Disclosures" in white.

Audit Comments and Disclosures



Introduction

AUDIT COMMENTS AND DISCLOSURES REQUIRED BY STATE AND FEDERAL REGULATIONS

Oregon Administrative Rules 162-010-0000 through 162-010-0330 incorporated in the Minimum Standards for Audits of Oregon Municipal Corporations, as prescribed by the Secretary of State in cooperation with the Oregon State Board of Accountancy, enumerate the financial statements, schedules, comments and disclosures required in audit reports. The required financial statements and schedules are set forth in the preceding sections of this report.

Metro is the recipient of Federal Grant Awards and requires an audit subject to the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). As a result, Metro's audit is also required to be performed in compliance with Generally Accepted Government Audit Standards.

Comments and disclosures required by the above rules and regulations are set forth on the following pages.

Report of Independent Auditors Required by Oregon State Regulations

The Metro Council and Metro Auditor
Metro

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements, and have issued our report thereon dated November 21, 2024. Our report includes a reference to other auditors who audited the financial statements of The Oregon Zoo Foundation, a discretely presented component unit, as described in our report on Metro's financial statements. This report does not include the results of the other auditors' testing of internal control over financial reporting or compliance and other matters that are reported on separately by those auditors.

Compliance

As part of obtaining reasonable assurance about whether Metro's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including provisions of Oregon Revised Statutes (ORS) as specified in Oregon Administrative Rules (OAR) 162-010-0000 to 162-010-0330, of the Minimum Standards for Audits of Oregon Municipal Corporations, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion.

We performed procedures to the extent we considered necessary to address the required comments and disclosures which included, but were not limited to, the following:

- Accounting records and internal control
- Public fund deposits
- Indebtedness
- Budget
- Insurance and fidelity bonds
- Programs funded from outside sources
- Highway funds
- Investments
- Public contracts and purchasing

In connection with our testing, nothing came to our attention that caused us to believe Metro was not in substantial compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the provisions of ORS as specified in OAR 162-010-0000 through 162-010-0330 of the Minimum Standards for Audits of Oregon Municipal Corporations.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Metro's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of Metro's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the information and use of the Metro Council, Metro Auditor, and management of Metro and the Oregon Secretary of State and is not intended to be, and should not be, used by anyone other than these parties.



Ashley Osten, Partner for
Moss Adams LLP
Portland, Oregon
November 21, 2024

Report of Independent Auditors on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

The Metro Council and Metro Auditor
Metro

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements, and have issued our report thereon dated November 21, 2024. Our report includes a reference to other auditors who audited the financial statements of The Oregon Zoo Foundation, a discretely presented component unit, as described in our report on Metro's financial statements. This report does not include the results of the other auditors' testing of internal control over financial reporting or compliance and other matters that are reported on separately by those auditors.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered Metro's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of Metro's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether Metro's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Moss Adams LLP".

Portland, Oregon
November 21, 2024

Report of Independent Auditors on Compliance for the Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance

The Metro Council and Metro Auditor
Metro

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited Metro's compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on Metro's major federal program for the year ended June 30, 2024. Metro's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, Metro complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2024.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of Metro and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of Metro's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to Metro's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on Metro's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Metro's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Metro's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of Metro's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Moss Adams LLP".

Portland, Oregon
November 21, 2024

METRO
Schedule of Expenditures of Federal Awards
For the year ended June 30, 2024

Grantor and Program Title	Federal Assistance Listing Number	Grant/Pass-Through Number	Federal Expenditures
U. S. DEPARTMENT OF AGRICULTURE			
Forest Service-			
Direct Programs:			
Columbia River Gorge National Scenic Area	10.U02	18-PA-11062200-005	\$ 4,235
Total U. S. Department of Agriculture			4,235
U. S. DEPARTMENT OF COMMERCE			
Economic Development Cluster-			
Direct Programs:			
Economic Adjustment Assistance:			
Albina Redevelopment Feasibility Study	11.307	07-69-07716	27,189
Public Works and Economic Adjustment Assistance Program	11.307	07-79-07775	227,505
Total Economic Development Cluster			254,694
Total U. S. Department of Commerce			254,694
U. S. DEPARTMENT OF THE INTERIOR			
Fish and Wildlife Service-			
Direct Programs:			
Endangered Species Recovery Implementation Funds	15.657	F22AP00362-01	343,198
Passed through Woodland Park Zoo:			
Endangered Species Recovery Implementation Funds	15.657	F22AC00345-00	24,858
Total Endangered Species Recovery Implementation Funds			368,056
Fish and Wildlife Cluster-			
Passed through The Peregrine Fund Inc and Oregon Department of Fish & Wildlife:			
Wildlife Restoration Grant Program	15.611	ODFW #12-22	192,428
Total Fish and Wildlife Cluster			192,428
Passed through Oregon Department of Parks and Recreation:			
Cooperative Endangered Species Conservation Fund	15.615	F23AP03250	23,714
Cooperative Endangered Species Conservation Fund	15.615	F22AP03250	15,182
Total Cooperative Endangered Species Conservation Fund			38,896
Passed through Oregon State Marine Board:			
Clean Vessel Act	15.616	2123-048	1,800
Total U. S. Department of the Interior			601,180
U. S. DEPARTMENT OF TRANSPORTATION			
Federal Highway Administration-			
Highway Planning and Construction-			
Passed through Oregon Department of Transportation:			
PL Funds - Lead (federal share)	20.205	ODOT- 73000-00019961	2,470,754
PL Funds - Safe & Accessible Transportation	20.205	ODOT- 73000-00019961	51,488
Section 5303 Funds	20.205	ODOT- 73000-00019961	905,622
STBG Funds - In Lieu of Dues	20.205	ODOT- 73000-00019961	878,285
STBG Funds - Next Corridor	20.205	ODOT- 73000-00019961	281,571
STBG Funds - TSMO	20.205	ODOT- 73000-00019961	211,549
STBG Funds - Freight / Econ Value Atlas	20.205	ODOT- 73000-00019961	39,413
"State" STBG Funds - Lead (federal share)	20.205	ODOT- 73000-00019961	201,893
I-5 and I-205: Portland Metropolitan Value Pricing Program (Congestion Pricing)	20.205	ODOT # 33518/73000-00004859	15,118
Delivering Transportation Options (RTO 5) - Rideshare	20.205	ODOT-73000-00008348	242,376

(Continued)

METRO
Schedule of Expenditures of Federal Awards, *continued*
For the year ended June 30, 2024

Grantor and Program Title	Federal Assistance Listing Number	Grant/Pass-Through Number	Federal Expenditures
U. S. DEPARTMENT OF TRANSPORTATION, <i>continued</i>			
Passed through to subrecipients:			
Westside Transportation Alliance Inc			\$ 10,502
Westside Multimodal Improvement Study	20.205	ODOT # 34729	17,434
Regional Freight Delay & Commodities Movement Study	20.205	ODOT # 34791/34784-SPA01	66,739
Total Highway Planning and Construction			5,382,242
Federal Transit Administration-			
Federal Transit Cluster-			
Federal Transit Capital Investment Grants-			
Direct Programs:			
S.W.E.D.S. II	20.500	OR-2021-058	372,890
Passed through to subrecipients:			
HAKI Community Organization			104,501
Hispanic Metro Chamber of Commerce			69,489
Neighborhood House			105,079
The Immigrant & Refugee Community			70,611
Federal Transit Formula Grants-			
Direct Programs:			
Surface Transportation Funds-			
Tualatin Valley (TV) Highway Corridor	20.507	OR-2023-003	523,569
Passed through to subrecipients:			
TriMet			260,157
Regional Travel Options Program	20.507	OR-2023-004	1,091,059
Passed through to subrecipients:			
Beaverton School District 48			12,407
City of Gresham			11,260
City of Portland			169,607
City of Tigard			44,544
City of Wilsonville			43,913
Clackamas Community College			21,921
Community Cycling Center			48,492
Division Midway Alliance			7,157
Forth			13,824
Go Lloyd			26,378
Northwest Housing Alternatives			28,551
pear			(3,137)
Oregon Walks			30,798
Portland Community College			11,909
Ride Connection Inc			41,974
The Street Trust Community Fund			21,651
Tri Met			90,790
Washington Park Transportation			13,460
Westside Transportation Alliance Inc			45,442
Safe Routes to Schools (SRTS)	20.507	OR-2023-026	97,558
Passed through to subrecipients:			
City of Hillsboro			500
City of Wilsonville			25,708
Clackamas County			10,379
Total Federal Transit Cluster			2,085,076

(Continued)

METRO
Schedule of Expenditures of Federal Awards, *continued*
For the year ended June 30, 2024

<u>Grantor and Program Title</u>	<u>Federal Assistance Listing Number</u>	<u>Grant/Pass-Through Number</u>	<u>Federal Expenditures</u>
U. S. DEPARTMENT OF TRANSPORTATION, <i>continued</i>			
Federal Highway Administration			
Direct Programs:			
Safe Streets and Roads for All (SS4A) - Vision Zero	20.939	693JJ32340560	\$ 149,926
Passed through to subrecipients:			
Multnomah County			44,184
Total U.S. Department of Transportation			7,617,244
U.S. ENVIRONMENTAL PROTECTION AGENCY			
Climate Pollution Reduction Grant (CPRG)	66.046	5D-02J36101-0	261,563
Metro Brownfield Assessment FY21-23	66.818	BF-01J86401-0	148,063
Passed through to subrecipients:			
Multnomah County			93,282
Washington County			3,022
Total U. S. Environmental Protection Agency			409,626
Total Expenditures of Federal Awards			\$ 8,886,979

The accompanying notes are an integral part of this schedule.

METRO
Notes to Schedule of Expenditures of Federal Awards
For the fiscal year ended June 30, 2024

NOTE 1 – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes all federal grant activity of Metro, under programs of the federal government for the year ended June 30, 2024. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because this Schedule presents only a selected portion of the operations of Metro, it is not intended to and does not present the financial position, changes in net position or cash flows of Metro.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting, which is described in note II.C to Metro's basic financial statements. Such expenditures are recognized following the cost principles contained in the Uniform Guidance wherein certain types of expenses are not allowable or are limited as to reimbursement. Pass-through entity identifying numbers are presented where applicable. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

NOTE 3 – ELECTION OF DE MINIMIS INDIRECT RATE

During the year ended June 30, 2024, Metro did not elect to use the 10-percent de minimis indirect cost rate allowed under the Uniform Guidance.

Metro
Schedule of Findings and Questioned Costs
For the Year Ended June 30, 2024

Section I – Summary of Auditor's Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? ☐ Yes ☒ No
- Significant deficiency(ies) identified? ☐ Yes ☒ None reported

Noncompliance material to financial statements noted? ☐ Yes ☒ No

Federal Awards

Internal control over major federal programs:

- Material weakness(es) identified? ☐ Yes ☒ No
- Significant deficiency(ies) identified? ☐ Yes ☒ None reported

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? ☐ Yes ☒ No

Identification of major federal programs and type of auditor's report issued on compliance for major federal programs:

<i>Federal Assistance Listing Numbers</i>	<i>Name of Federal Program or Cluster</i>	<i>Type of Auditor's Report Issued on Compliance for Major Federal Programs</i>
20.500, 20.507	Federal Transit Cluster	Unmodified

Dollar threshold used to distinguish between type A and type B programs: \$ 750,000

Auditee qualified as low-risk auditee? ☒ Yes ☐ No

Metro
Schedule of Findings and Questioned Costs
For the Year Ended June 30, 2024

Section II – Financial Statement Findings

None noted

Section III – Federal Award Findings and Questioned Costs

None noted

Metro
Summary Schedule of Prior Audit Findings
For the Year Ended June 30, 2024

No findings identified in the prior year.





Report of Independent Auditors

The Metro Council and Metro Auditor
Metro

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements, and have issued our report thereon dated November 21, 2024.

In connection with our audit, nothing came to our attention that caused us to believe that Metro failed to comply with the provisions in Exhibit A to Resolution No. 06-3672B with regard to the Natural Areas General Obligation Bonds, Series 2012A, Series 2018, and Series 2023. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding Metro's noncompliance with the above-referenced resolution provisions, insofar as they relate to accounting matters.

This report is intended solely for the information and use of Metro and is not intended to be, and should not be, used by anyone other than these specified parties.

Moss Adams LLP

Portland, Oregon
November 21, 2024



Report of Independent Auditors

The Metro Council and Metro Auditor
Metro

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements, and have issued our report thereon dated November 21, 2024.

In connection with our audit, nothing came to our attention that caused us to believe that Metro failed to comply with the provisions in Exhibit A to Resolution No. 18-4898 with regard to the Affordable Housing General Obligation Bonds, Series 2019. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding Metro's noncompliance with the above-referenced resolution provisions, insofar as they relate to accounting matters.

This report is intended solely for the information and use of Metro and is not intended to be, and should not be, used by anyone other than these specified parties.



Portland, Oregon
November 21, 2024



Report of Independent Auditors

The Metro Council and Metro Auditor
Metro

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise Metro's basic financial statements, and have issued our report thereon dated November 21, 2024.

In connection with our audit, nothing came to our attention that caused us to believe that Metro failed to comply with the provisions in Exhibit A to Resolution No. 19-4988 with regard to the Parks and Nature General Obligation Bonds, Series 2020A and 2020B. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding Metro's noncompliance with the above-referenced resolution provisions, insofar as they relate to accounting matters.

This report is intended solely for the information and use of Metro and is not intended to be, and should not be, used by anyone other than these specified parties.

Moss Adams LLP

Portland, Oregon
November 21, 2024



November 21, 2024

Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Director, Finance & Regulatory Services
Metro
600 NE Grand Avenue
Portland, Oregon 97232

We have completed our audit of the financial statements of Metro for the year ended June 30, 2024, and have issued our report thereon dated November 21, 2024. In planning and performing our audit of the financial statements in accordance with auditing standards generally accepted in the United States of America, we considered Metro's internal control over financial reporting as a basis for designing our auditing procedures and for the purpose of expressing our opinions on the financial statements but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control. Accordingly, we do not express an opinion on the effectiveness of Metro's internal control.

During the course of the audit, we noted certain other matters involving the internal control structure, operations, and financial reporting that are presented for your consideration which are reported to you below. The following does not include the observations and recommendations related to the Information Technology (IT) Controls Assessment which was performed during the year. Please refer to the *IT General Controls Assessment 2024 Fiscal Year Fieldwork Debrief Memo* which has been included as an attachment to this letter. Our comments and recommendations have been discussed with appropriate members of management and are intended to improve the internal control structure or result in other operating efficiencies. We would be pleased to discuss these comments in further detail at your convenience and to perform any desired additional study of these matters.

Observations and Recommendations

Capital Asset Additions

Observation – During our testing of capital asset additions, we identified one error in which management erroneously transferred one project's work in process into the incorrect in-service asset which resulted in an immaterial difference in calculated depreciation.

Recommendation – We recommend a review process be developed to review transfers from work in process to in-service assets prior to being depreciated.

Management response – We agree with this recommendation. Staff are formalizing a reconciliation process to ensure that costs are accurately allocated to the appropriate asset when placed into service. This reconciliation will be conducted quarterly by the Capital Asset Accountant and reviewed by the Controller, providing essential oversight and enabling any issues to be addressed prior to the year-end close.

Accounts Payable Overpayments

Observation – We identified one instance during our subsequent disbursement testing where Metro overpaid an invoice due to a formula error in the documentation used to request reimbursement.

Recommendation – We recommend a more detailed review of the supporting documentation be performed to verify the amount requested for payment is calculated correctly and agrees with the related documentation prior to initiating payment.

Management response – We agree with this recommendation. Finance staff will undergo re-training on the importance of reviewing supporting documentation before processing payments to improve accuracy. Departmental project managers, as subject matter experts, provide payment approval for each invoice. They will also receive re-training on approval protocols and contract administration. These actions are part of an effort led by Finance and Regulatory Services and started in the current fiscal year to strengthen the agency's contract administration and oversight functions.

We wish to thank you, Caleb Ford, Melissa Weber, Erica Gallucci, and the rest of the Metro staff for their support and assistance during our audit, as well as Brian Evans, Metro Auditor, who were all very professional and pleasant to work with regarding the administration of our audit contract with Metro.

Very truly yours,



Moss Adams LLP

cc: Brian Evans, Metro Auditor

Enclosures

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 24-5437 FOR THE PURPOSE OF METRO COUNCIL'S ACCEPTANCE OF THE RESULTS OF THE INDEPENDENT AUDIT FOR FINANCIAL ACTIVITY DURING FISCAL YEAR ENDING JUNE 30, 2024

Date: 11/19/24

Prepared by: Brian Evans
Metro Auditor
503-797-1891

BACKGROUND

Oregon Revised Statute provision 297.425 requires an annual independent audit of Metro's financial statements. Metro Code 2.15.080 requires that the Auditor shall appoint external certified public accountants to conduct certified financial statement audits.

The current contract for audit services (No. 936766) was awarded to Moss Adams LLP through a competitive procurement process in 2020. The contract is effective May 1, 2020, through April 30, 2024.

The Annual Comprehensive Financial Report (ACFR) has been completed by Metro Finance and Regulatory Services. Moss Adams LLP has audited the financial statements and issued an opinion that these statements fairly represent Metro's financial position as of June 30, 2024. The results have been reviewed by the Metro Auditor and Metro Audit Committee members.

The following reports and letters summarize the results of Metro's financial audit for fiscal year 2023-24:

1. Annual Comprehensive Financial Report including the Single Audit of Federal Awards;
2. Reports for the following voter-approved ballot measures:
 - a. Metro Natural Areas Bond Measure Expenditures,
 - b. Affordable Housing Bond Measure Expenditures, and
 - c. Parks and Nature Bond Measure Expenditures;
3. Management letter recommendations and management responses.

Audited financial information for other voter-approved ballot measures like the Parks and Natural Areas Operating Levy and Supportive Housing Services tax can be found in the ACFR.

ANALYSIS/INFORMATION

1. **Known Opposition** None

2. **Legal Antecedents**

Oregon Revised Statute provision 297.425 requires an annual independent audit of Metro's financial statements. Metro contract No. 936766 with Moss Adams LLP for audit services will expire on April 30, 2024.

Metro Code Chapter 2.15 specifies at Section 2.15.080 that the Auditor shall appoint external certified public accountants to conduct certified financial statement audits. The Metro Charter Section 18 also specifies that the auditor shall be responsible for financial auditing of all aspects of Metro's operations.

3. **Anticipated Effects**

Finance and Regulatory Services management and staff will review and implement the best practices suggestions as appropriate.

4. **Budget Impacts** None known at this time.

RECOMMENDED ACTION

The Metro Auditor recommends approval of Resolution No. 24-5437.

**5.1 Ordinance No. 24-1523 For The Purpose Of Amending Title 6 Of The
Urban Growth Management Functional Plan To Require Local Adoption Of
Boundaries For Centers On The 2040 Growth Concept Map**
Ordinances

Metro Council Meeting
Thursday, December 12, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TITLE 6	)	ORDINANCE NO. 24-1523
OF THE URBAN GROWTH MANAGEMENT)	
FUNCTIONAL PLAN TO COMPLY WITH	)	Introduced by Chief Operating Officer
STATE REQUIREMENTS FOR LOCAL	)	Marissa Madrigal with the Concurrence of
ADOPTION OF 2040 CENTER BOUNDARIES	)	Council President Lynn Peterson

WHEREAS, the 2040 Growth Concept is the long-range vision for development of our region's urban form and the 2040 Growth Concept Map is the geographic expression of that vision; and

WHEREAS, the 2040 Growth Concept and the 2040 Growth Concept Map are incorporated in the Regional Framework Plan (RFP) and are the unifying bases for the RFP's various regional policies, including those concerning land use; and

WHEREAS, RFP policies are implemented by Metro's functional plans, including the Urban Growth Management Functional Plan (UGMFP), which is codified as Metro Code Chapter 3.07 and has certain requirements and recommendations for cities' and counties' comprehensive plans and land use regulations; and

WHEREAS, the 2040 Growth Concept, the 2040 Growth Concept Map, and aspects of the UGMFP foresee numerous walkable, higher-density, mixed-use "centers" of employment, housing, cultural and recreational activities, and transit service across the region, with those centers helping to grow the economy, provide affordable housing, and promote vibrant communities that reduce the need for sprawl and minimize transportation costs and contributors to climate change; and

WHEREAS, there are three types of "centers" envisaged in the 2040 Growth Concept, the 2040 Growth Concept Map, and UGMFP, including the Central City, eight regional centers, and 32 town centers; and

WHEREAS, RFP policies recognize that the success of the 2040 Growth Concept depends in part on the success of these centers serving as hubs of urban life in the region; and

WHEREAS, UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*, includes regional investment incentives for cities and counties that voluntarily take certain actions toward planning for the development of centers consistent with the 2040 Growth Concept and RFP policies; and

WHEREAS, in 2022, Oregon's Land Conservation and Development Commission updated certain Oregon Administrative Rules (OARs) as part of the state's Climate Friendly and Equitable Communities (CFEC) program; and

WHEREAS, CFEC aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the "greening" of Oregon's urban spaces; and

WHEREAS, CFEC includes measures intended to accelerate the development and transformation of Metro's centers in ways that are consistent with the 2040 Growth Concept and RFP policies; and

WHEREAS, one such measure, in OAR 660-012-0012(4)(d), requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional

and town centers for which they have land use planning authority and for which they have adopted urban land use designations; and

WHEREAS, the amendments to Title 6 of the UGMFP shown in Exhibit A comply with the requirements in OAR 660-012-0012(4)(d), for the reasons detailed in the findings included in Exhibit B; and

WHEREAS, the Metro Technical Advisory Committee voted on June 26, 2024, to recommend to the Metro Policy Advisory Committee (MPAC) that the amendments in Exhibit A be recommended for adoption by the Metro Council; and

WHEREAS, MPAC voted on July 24, 2024, to recommend that the amendments in Exhibit A be adopted by the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Urban Growth Management Functional Plan Title 6, *Centers, Corridors, Station Communities, and Main Streets*, is hereby amended as shown in Exhibit A, attached to and incorporated into this ordinance.
2. The Findings of Fact and Conclusions of Law in Exhibit B, attached to and incorporated into this ordinance, demonstrate how the amendments in Exhibit A comply with applicable state and Metro requirements.

ADOPTED by the Metro Council this ____ day of December 2024.

Lynn Peterson, Council President

Attest:

Approved as to form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

Title 6 of Chapter 3.07 of the Metro Code (Urban Growth Management Functional Plan) is amended as follows, with underlined text representing inserted text and ~~strikethrough~~ representing deleted text:

CHAPTER 3.07

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, ~~–~~ Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to Oregon Administrative Rules (OAR) 660-012-0012(4)(d), Title 6 requires cities and counties to define the boundaries of Centers for which they have adopted urban land use plan designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments,~~to enhance this role.~~ A “regional investment” is: an investment in a new high-capacity transit line; or a designated a-regional investment in a grant or funding program that is either administered by Metro or subject to Metro’s approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.615 Adoption of Boundaries for Centers

- (a) By December 31, 2025, each city and county shall adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (b) Each city and county shall adopt boundaries for any other Center identified on Metro’s 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 shall be located in the general area of the Center as identified on the 2040 Growth Concept Map.

- (d) By February 1, 2026, cities and counties shall identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties shall notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.
- (e) Cities and counties shall comply with the requirements of this section notwithstanding the generally applicable two-year functional plan compliance deadline in Subsection 3.07.810(b).

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:
 - (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(b);
 - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(c); and
 - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~ Subsection 3.07.620(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
 - (1) Be consistent with the general location shown in the ~~RFP-2040 Growth Concept Map~~ except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;
 - (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
 - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~ Subsection 3.07.820(a) ~~of section 3.07.820~~ of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
 - (1) Physical and market conditions in the area;

- (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under ~~subsection~~ Subsection 3.07.620(c) and include at least the following elements:
- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
 - (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~ Section 3.07.640; and
 - (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
 - (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
 - (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~ Subsections 3.08.230(a) and (b) of the RTFP, that includes:
 - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section~~ Section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~ Section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of ~~subsections~~ Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.

- (f) Compliance with the requirements of this section is not a prerequisite to:
 - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to ~~subsection (b) of Subsection 3.07.620(b)~~; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section Section~~ 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to ~~subsection (b) of Subsection 3.07.620(b)~~;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section Section~~ 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections Subsections~~ 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section Section~~ 3.08.160 of the RTFP; and
- ~~(c)~~ ~~(C)~~ A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- (a) A-Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
 - (1) Central City - 250 persons
 - (2) Regional Centers - 60 persons
 - (3) Station Communities - 45 persons
 - (4) Corridors - 45 persons
 - (5) Town Centers - 40 persons
 - (6) Main Streets - 39 persons
- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
 - (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
 - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
 - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:
 - (1) The types of housing ~~listed in the~~ identified as “needed housing” statute, in ORS 197.303(1)(a)-(e);
 - (2) The types of housing identified in the city’s or county’s housing need analysis ~~done-completed~~ pursuant to ORS 197.296 or statewide Statewide planning Planning Goal 10 (Housing); and
 - (3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- (a) The 2040 Growth Concept Map’s depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the “Title 6 Centers, Corridors, Station Communities and Main Streets Map” and is Metro’s ~~official depiction~~ representation of their boundaries. The map shows the boundaries established pursuant to this title.

- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county shall provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection (b) of section 3.07.620(b).
- (c) The COO shall revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform ~~the such~~ maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021 [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]

Findings of Fact and Conclusions of Law

Ordinance No. 24-1523 amends Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of Metro's Urban Growth Management Functional Plan (UGMFP) to comply with a state mandate in OAR 660-012-0012(4)(d). The following findings of fact and conclusions of law explain how the Metro Council decision to adopt this ordinance complies with that mandate, as well as other state and regional land use goals and provisions.

A. Statewide Planning Goals

Goal 1 – Citizen Involvement:

The amendments to UGMFP Title 6 in Exhibit A do not modify any element of Metro's existing public involvement program or reduce opportunities for public input. Amendments to Title 6 were considered at Metro Technical Advisory Committee (MTAC) on December 20, 2023, and June 26, 2024. They were also considered at a public Metro Policy Advisory Committee (MPAC) meeting on July 24, 2024. Notice of the amendments in Exhibit A were submitted to the Department of Land Conservation and Development (DLCD) Post Acknowledgement Plan Amendment (PAPA) system 35 days prior to the December 12, 2024, public hearing on the amendments with the Metro Council. The adopted amendments will also be provided to all cities and counties in Metro as required by Metro Code.

Goal 2 – Land Use Planning:

As noted above, the amendments fulfill a state requirement for Metro. The amendments do not change the planned land use designation or zoning for any property, nor do they amend an urban growth boundary (UGB). The findings here in Exhibit B provide a factual basis for the amendments and demonstrate that they are consistent with statewide planning goals and relevant state and regional requirements.

Goal 3 – Agricultural Lands:

The amendments do not reduce the supply of Goal 3 agricultural land. The amendments only concern lands that are already inside Metro's UGB and require a local adoption of a boundary for centers that have been planned and zoned by local governments for urban land uses consistent with Goal 3.

Goal 4 – Forest Lands:

The amendments do not reduce the supply of Goal 4 forest land. The amendments only concern lands that are already inside Metro's UGB and require a local adoption of a boundary for centers that have been planned and zoned by local governments for urban land uses consistent with Goal 4.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:

The amendments do not change any Goal 5 inventory, significance determination, or protection requirement for a natural resource, scenic or historic area, or open space. The amendments do not change the land use plan designation or zoning of any property or amend any UGB.

Goal 6 – Air, Water and Land Resources Quality:

The amendments do not change any air, water, or land resource quality protection plan or requirement.

Goal 7 – Areas Subject to Natural Hazards:

The amendments do not change mapping or risk evaluation of any natural hazard or amend any plan or land use regulation related to protection from a natural hazard.

Goal 8 – Recreational Needs:

The amendments do not change any existing plan for meeting the recreational needs of the region's residents and visitors. The amendments concern areas inside Metro's UGB and not a destination resort on rural lands.

Goal 9 – Economic Development:

The amendments do not reduce the supply of sites that may be used for employment (e.g., commercial or industrial) uses or modify the protections on industrial and other employment areas that Metro requires of cities and counties (e.g., those in UGMFP Title 4, *Industrial and Other Employment Areas*). The amendments do not adopt or amend an economic opportunity analysis.

Goal 10 – Housing:

The amendments do not change any housing related projection, policy, or standard.

Goal 11 – Public Facilities and Services:

The amendments only concern lands that are already inside Metro’s UGB. The do not change any public facilities or services plan or any requirement related to water, sewer, or other utility services.

Goal 12 – Transportation:

The amendments are made pursuant to and consistent with a mandate on Metro in OAR chapter 660, division 12, which implements Goal 12 and other statewide planning goals related to transportation planning. The amendments do not themselves change a transportation system plan (e.g., Metro’s Regional Transportation Plan) or any transportation system requirements. Cities and counties who may amend their local transportation system plans or transportation regulations to satisfy state requirements related to locally adopted center boundaries would independently address compliance with relevant Goal 12 provisions.

Goal 13 – Energy Conservation:

The amendments are made pursuant to and consistent with the state mandate noted above. They do not themselves change any energy utilization plan or regulation, nor do they change the allocation of land or uses permitted on land identified by Metro as having non-renewable energy sources or change a waste management program. Nonetheless, the adoption of boundaries for 2040 Growth Concept centers, as required by the amendments, may, depending on the related policy and regulatory decisions made by cities and counties, help to advance the development of centers as denser, more walkable, more transit-oriented areas consistent with the planning guidelines enumerated in Goal 13.

Goal 14 – Urbanization:

The amendments do not change the location of a UGB, or any policy or regulation related to development of land outside a UGB. The amendments do not concern unincorporated communities or “exception lands”. The amendments only concern 2040 Growth Concept centers that are already in Metro’s UGB and only require adoption of boundaries for such centers that have been planned locally for urban land uses.

Goal 15 – Willamette River Greenway:

The amendments do not change the state’s Greenway Boundary, any Greenway-related inventory, or any land use allowance, development standard, or natural resource protection measure applicable within the Greenway Boundary.

Goal 16 – Estuarine Resources:

The Metro region does not have an estuary subject to Goal 16.

Goal 17 – Coastal Shorelands:

The Metro region does not have coastal shorelands subject to Goal 17.

Goal 18 – Beaches and Dunes:

The Metro region does not have beaches or dunes subject to Goal 18.

Goal 19 – Ocean Resources:

The Metro region does not have ocean resources subject to Goal 19.

B. OAR 660-012-0012(4)(d)

Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:

- (A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro’s 2040 Growth Concept map for which the city or county has adopted urban land use designations in their*

comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;

(B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and

(C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

The amendments in Exhibit A to UGMFP Title 6 were adopted in the same month as the ordinance for Metro's next growth management analysis under ORS 197.296 (the "2024 Growth Management Decision"), and both ordinances were adopted prior to December 31, 2024.

Consistent with 660-012-0012(4)(d)(A), the amendments to UGMFP Title 6 in Exhibit A require that, by December 31, 2025, each city and county within Metro adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of regional and town centers that have boundaries adopted by another city or county. The amendments to Title 6 also require adoption of boundaries for the Central City by December 31, 2025.

Consistent with 660-012-0012(4)(d)(B), the amendments to UGMFP Title 6 in Exhibit A require that each city and county in Metro adopted boundaries for any other regional and town center identified on the 2040 Growth Concept Map when the city or county adopts urban land use designations for the area of that center in the comprehensive plan, unless portions of the center have boundaries already adopted by another city or county;

Consistent with 660-012-0012(4)(d)(C), the amendments to UGMFP Title 6 in Exhibit A require that adopted boundaries for regional and town centers, as well as the adopted boundary for the Central City, be in the general area of the center as identified on the 2040 Growth Concept Map.

C. Metro Code

2.19.080 – Metro Policy Advisory Committee (MPAC)

(a) Purpose. The purpose of MPAC is to advise the Metro Council and perform the duties assigned to it by the Metro Charter and to perform other duties that the Metro Council shall prescribe.

At its July 24, 2024, meeting, MPAC considered and voted to recommend approval by the Metro Council of the amendments to UGMFP Title 6 in Exhibit A.

(c) MPAC may provide in its bylaws for the creation of a Technical Advisory Committee, which may make recommendations to MPAC.

MTAC considered the amendments at public meetings on December 20, 2023, and June 26, 2024, before recommending them to MPAC.

3.07.810 – Compliance with the Functional Plan

(b) Cities and counties shall amend their comprehensive plans and land use regulations to comply with the functional plan, or an amendment to the functional plan, within two years after acknowledgement of the functional plan or amendment, or after any later date specified by the Metro Council in the ordinance adopting or amending the functional plan. The COO shall notify cities and counties of the acknowledgment date and compliance dates described in subsections (c) and (d).

Exhibit B to Ordinance No. 24-1523

The state mandate in OAR 660-012-0012(4)(d) obligates Metro to require cities and counties adopt boundaries for 2040 Growth Concept centers by the end of December 31, 2025, roughly one year from the adoption of these amendments. Subsection 3.07.615(e) of the amendments therefore include a provision requiring local compliance with the 2025 deadline, notwithstanding the generally applicable two-year functional plan compliance deadline in Subsection 3.07.810(b). The COO will notify cities and counties of the date of these amendments' acknowledgement and of the required compliance dates.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 24-1523, FOR THE PURPOSE OF AMENDING TITLE 6 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN TO REQUIRE LOCAL ADOPTION OF BOUNDARIES FOR CENTERS ON THE 2040 GROWTH CONCEPT MAP

Date: November 19, 2024
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

Metro's '2040 Growth Concept', including its 2040 Growth Concept Map (Attachment 1), foresees numerous walkable, higher-density, mixed-use centers of employment, housing, cultural and recreational activities, and transit service across the region. Those centers are intended to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change. 2040 Growth Concept centers include the Central City, eight regional centers, and 32 town centers.

Metro does not currently mandate that cities and counties take specific actions (e.g., local regulatory strategies) to develop their centers in accordance with the vision of the 2040 Growth Concept. Rather, Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of the Urban Growth Management Functional Plan (UGMFP) has employed an incentive approach, tying eligibility for optional regional investments in centers to: local adoption of defined center boundaries; assessment of the center's physical and market conditions and of barriers to and ways to encourage mixed-use, pedestrian-friendly, and transit-supportive development; and a local plan of actions and investments that will be taken to enhance centers consistent with the 2040 Growth Concept. To be sure, these measures only need to be taken when pursuing a regional investment in the center.

Nonetheless, roughly three-quarters of the centers in the 2040 Growth Concept already have locally adopted geographic boundaries that either originate from a time when the UGMFP did require such boundaries or were otherwise adopted by local choice. Many jurisdictions have also adopted land use policies and implementing regulations applicable to their centers that, while not necessarily required by the UGMFP, encourage development and activation of centers consistent with the 2040 vision. Less than a dozen 2040 centers lack locally adopted boundaries today.

The state's Climate Friendly and Equitable Communities (CFEC) program aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the "greening" of Oregon's urban spaces. To those ends, CFEC includes measures intended to accelerate the development and transformation of Metro's centers in ways that are consistent with the 2040 Growth Concept. Those state measures have obligations for cities and counties generally concerning the following in and near centers for which they have planning jurisdiction:

- Motor vehicle parking management (e.g., minimum off-street parking requirements, parking maximums, etc.);
- Provision of public bicycle parking;

- Design of streets to prioritize pedestrian, bicycle, and transit systems;
- Enhanced pedestrian crossings near transit stops;
- Improvements to tree canopies; and
- Reporting on housing production.

Implementing CFEC measures for centers necessitates defining a geographic area where those measures apply. One provision of CFEC in OAR 660-012-0012(4)(d) therefore requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional and town centers for which they have land use planning authority and for which they have adopted urban land use designations. Cities and counties in the region then have until the end of 2025 to adopt those center boundaries. The locally adopted boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map.

PROPOSAL

Ordinance 24-1523 would amend UGMFP Title 6 to implement the CFEC mandate. It would require adoption of boundaries for centers with urban land use designations and would not require adoption of boundaries for any center on the 2040 Growth Concept Map that still has only rural land use plan designations in the comprehensive plan of the responsible jurisdiction. Consistent with CFEC, the amendments do not require multiple jurisdictions to adopt boundaries for portions of the same center; they only require that one jurisdiction adopt boundaries for each center with an urban land use plan designation.

While CFEC specifically mandates that Metro require local adoption of boundaries only for regional and town centers, the proposed amendments would require adoption of a boundary for the Central City as well, so that there is the same expectation for all centers in the 2040 Growth Concept that have been planned for urban uses.

The proposed amendments would require cities and counties to report their adopted boundaries to Metro by February 1, 2026, so that Metro can reflect those boundaries in an updated 2040 Growth Concept Map and other relevant maps. Finally, the amendments would make a number of minor, non-substantive amendments to Title 6 to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

As advised by the Metro Technical Advisory Committee (MTAC) at its June 26, 2024, meeting, the Metro Policy Advisory Committee (MPAC) voted on July 24, 2024, to recommend the Metro Council adopt the proposed amendments.

ANALYSIS/INFORMATION

Known Opposition: There is no known opposition.

Legal Antecedents:

- The 2040 Growth Concept, adopted by the Metro Council in 1995 by Ordinance No. 95-625A, is the long-range vision for the development of the region's urban form. The 2040 Growth Concept Map (Attachment 1) is the geographic expression of that vision and illustrates the conceptual 2040 centers.
- The 2040 Growth Concept and Map were incorporated into the Regional Framework Plan (RFP) adopted by the Metro Council in 1997 by Ordinance No. 97-715B. They are the unifying bases

for the RFP's various regional policies, including land use policies. RFP policies are implemented by Metro's two functional plans: the UGMFP, which is Metro Code chapter 3.07; and the Regional Transportation Functional Plan (RTFP), which is Metro Code chapter 3.08.

- In 2002, Ordinance No. 02-969B retitled UGMFP Title 6 from "Regional Accessibility" to "Central City, Regional Centers, Town Centers and Neighborhood Centers" and adopted measures intended to implement RFP policies related to the strengthening the roles of centers as the hearts of the region's communities and to improve the efficiency of land use within centers.
- In 2010, Ordinance No. 10-1244B again retitled Title 6, this time to its current title "Centers, Corridors, Station Communities and Main Streets". The ordinance also repealed the text of the title and replaced it with the current text, which includes incentives for cities and counties to voluntarily take actions and investments that would enhance centers as principal locations of urban life in the region. Ordinance No. 10-1244B adopted the Title 6 Corridors, Station Communities and Main Streets Map.
- OAR 660-012-0012(4)(d), adopted by the Land Conservation and Development Commission (LCDC) in November 2023, mandates that Metro amend Title 6 by December 31, 2024, to require local adoption of regional and town center boundaries by December 31, 2025.

Anticipated Effects: This ordinance will amend UGMFP Title 6, consistent with OAR 660-012-0012(4)(d), to require cities and counties to adopt boundaries for the 2040 Growth Concept centers that are in their planning jurisdiction and that have been planned for urban land uses. Those boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map, be adopted by December 31, 2025, and reported to Metro by February 1, 2026.

Budget Impacts: There will be no significant budget impacts from this measure. Staff will codify adopted amendments and, beginning in 2026, update relevant maps to reflect locally adopted center boundaries.

RECOMMENDED ACTION

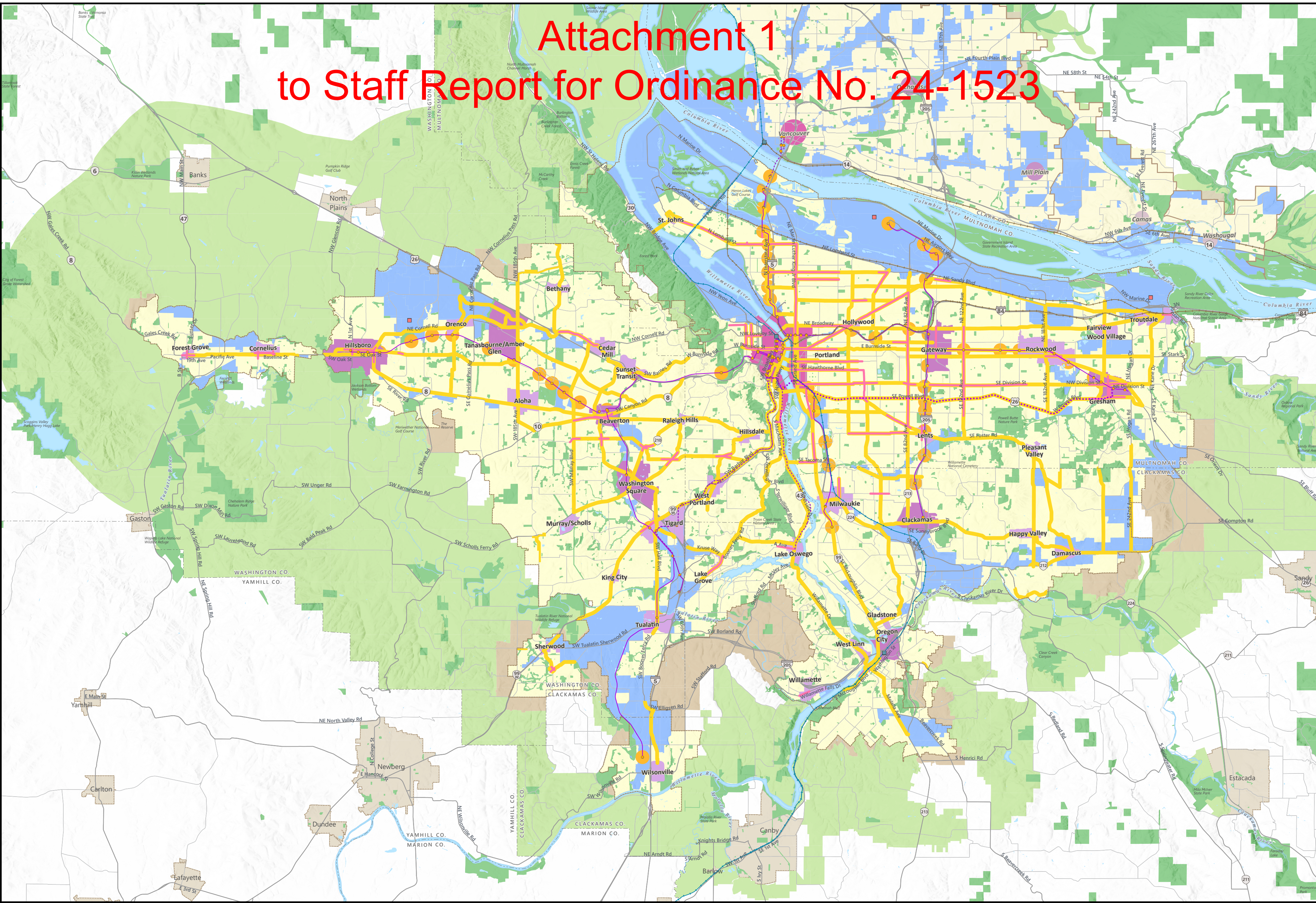
Staff recommends adoption of Ordinance No. 24-1523.

ATTACHMENTS

Attachment 1: 2040 Growth Concept Map

Attachment 1

to Staff Report for Ordinance No. 24-1523



For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

Materials following this page were distributed at the meeting.

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, December 5, 2024 4:38 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#291]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Ryan Puntney

Email * ryanpuntney@gmail.com

Address



11864 NW Blackhawk Dr
Portland, OR 97229
United States

Your testimony

I'd like to understand how the council came to the reasoning for adding two ice hockey rinks to the Expo Center and what the strategy behind it is versus other sports. I have heard that the cost benefit analysis felt that was a better option than a multisport field space, but I question the thinking. Hockey is a very small sport and it is extremely expensive to run ice rinks. Two have already failed in the area so how do we think this will be any different? Flag football and Sixes lacrosse will both be in the Olympics and both sports are rapidly growing so I believe there is way more potential for leagues and tournaments that would really grow the sport tourism side especially compared to hockey. Multisport versus single sport always generates more.

Another note that I do not think anyone in the area is aware of is the NLL (National Lacrosse League). Several years ago Portland had an NLL team in the LumberJax. While that team is no longer functioning the NLL has listed Portland as a possible expansion and have listed them in their UnBOXed program to get more assets and education for lacrosse into grade and middle schools in the Portland area. <https://www.nll.com/unboxed/portland/>

Is your Yes
testimony
related to
an item
on an

upcoming

agenda? *


Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, December 8, 2024 1:01 PM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#292]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Ted Dreier

Email * teddreier@duck.com

Address 
7037 SW 54th Avenue
Portland, OR 97219
United States

Your testimony

This is not the time for tax cuts. No. The Supportive Housing Services tax is working and Metro is making a dent in the problem. Each year, more of our neighbors are able to keep their housing, while others are gaining housing after months and years without. It makes no sense for us to stop now. Let's keep the SHS fully funded. More people are unsheltered than ever before. The private housing market, left to its own devices, is putting people on the streets faster than our programs, in their current shape, can put people into housing. But we are making progress and we need to continue giving it everything we've got.

Federal investment in fixing the housing crisis is on track to shift from bad to worse, making state and local funding for these efforts critical.

Is your Yes
testimony
related to
an item
on an
upcoming
agenda? *



MOSSADAMS

Audit Results

[illegible]

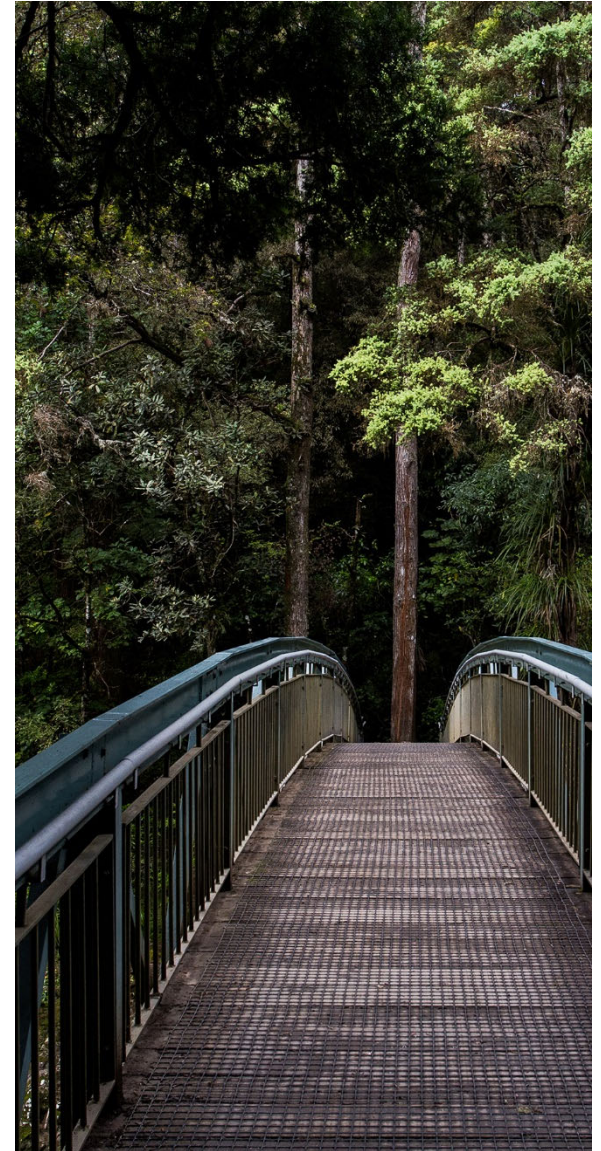


Agenda

1. Auditor Opinions and Reports
2. Required Communications with Those Charged with Governance
3. Accounting Update



Auditor Opinions & Reports



Auditor Reports – Financial Statements / Single Audit

Report of Independent Auditors

- Unmodified opinion
- Financial statements are presented fairly in accordance with U.S. GAAP

GAGAS Report on Internal Control Over Financial Reporting and on Compliance and Other Matters

- No control findings
- No compliance findings

Report on Compliance with Requirements that could have a Direct and Material Effect on the Major Federal Program and on Internal Control Over Compliance in accordance with the Uniform Guidance for Federal Awards (2 CFR Part 200)

- No control findings
- No compliance findings

Other Auditor Reports – Oregon Minimum Standards and Bond Expenditures

Report on Compliance and on Internal Control over Financial Reporting Based on an Audit of Financial Statements in Accordance with Oregon Municipal Auditing Standards

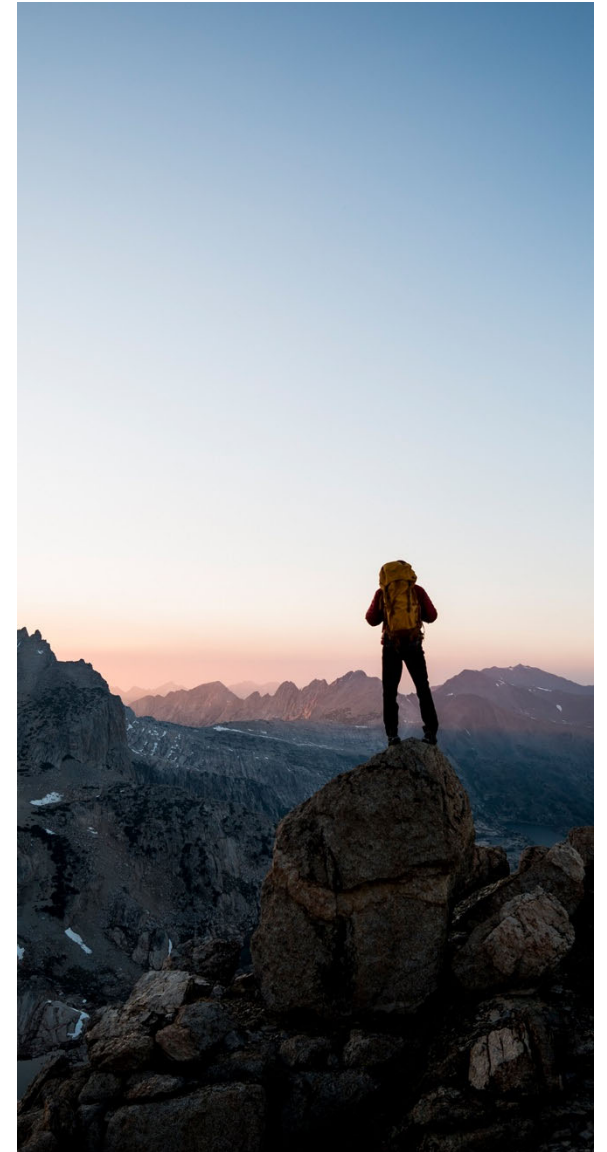
- No control findings
- No compliance findings

Report of Independent Auditors regarding Natural Areas General Obligation Bonds, Affordable Housing General Obligation Bonds, and Parks and Nature General Obligation Bonds

- Expenditures tested met the stated purpose in Council Resolutions laying out the intended use of the bond proceeds



Communications with Those Charged with Governance



Required Communications

In-depth discussion including all required communications with Audit Committee in November

Reporting deadlines – attention focused on meeting State requirement to file the audit report with the State by December 31, 2024

No corrected audit adjustments identified; two immaterial passed adjustments discussed with management

No difficulties encountered in performing the audit

No disagreements with management

Internal Control Matters

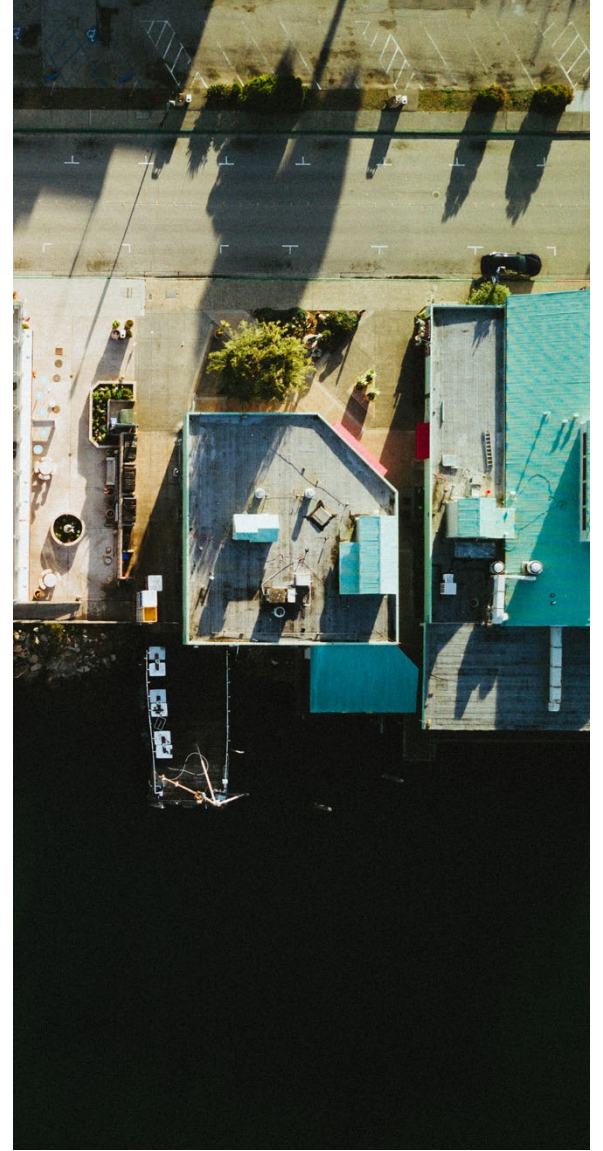
Any material weaknesses and significant deficiencies in the design or operation of internal control that came to the auditor's attention during the audit must be reported to the Audit Committee.

Our Comments

- **Material weakness**
 - None noted
- **Significant deficiencies & non-compliance**
 - None noted
- **Current year best practice recommendations**
 - Capital assets
 - Accounts payable overpayments
 - IT deficiencies

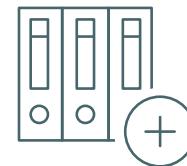


Accounting Update





New Standards



GASB No. 101, *Compensated Absences* – effective for Metro’s fiscal year 2025.

GASB No. 102, *Certain Risk Disclosures* – effective for Metro’s fiscal year 2025.

GASB No. 103, *Financial Reporting Model Improvements* – effective for Metro’s fiscal year 2026.

GASB No. 104, *Disclosure of Certain Capital Assets* – effective for Metro’s fiscal year 2026.



Contact Us



+ Ashley Osten, Partner

ashley.osten@mossadams.com

(503) 478-2251



THANK
YOU

2019 Parks and Nature Large Scale Community Visions - 2024 Funding

Council Meeting
December 12, 2024



Metro

Background | Large scale community visions program



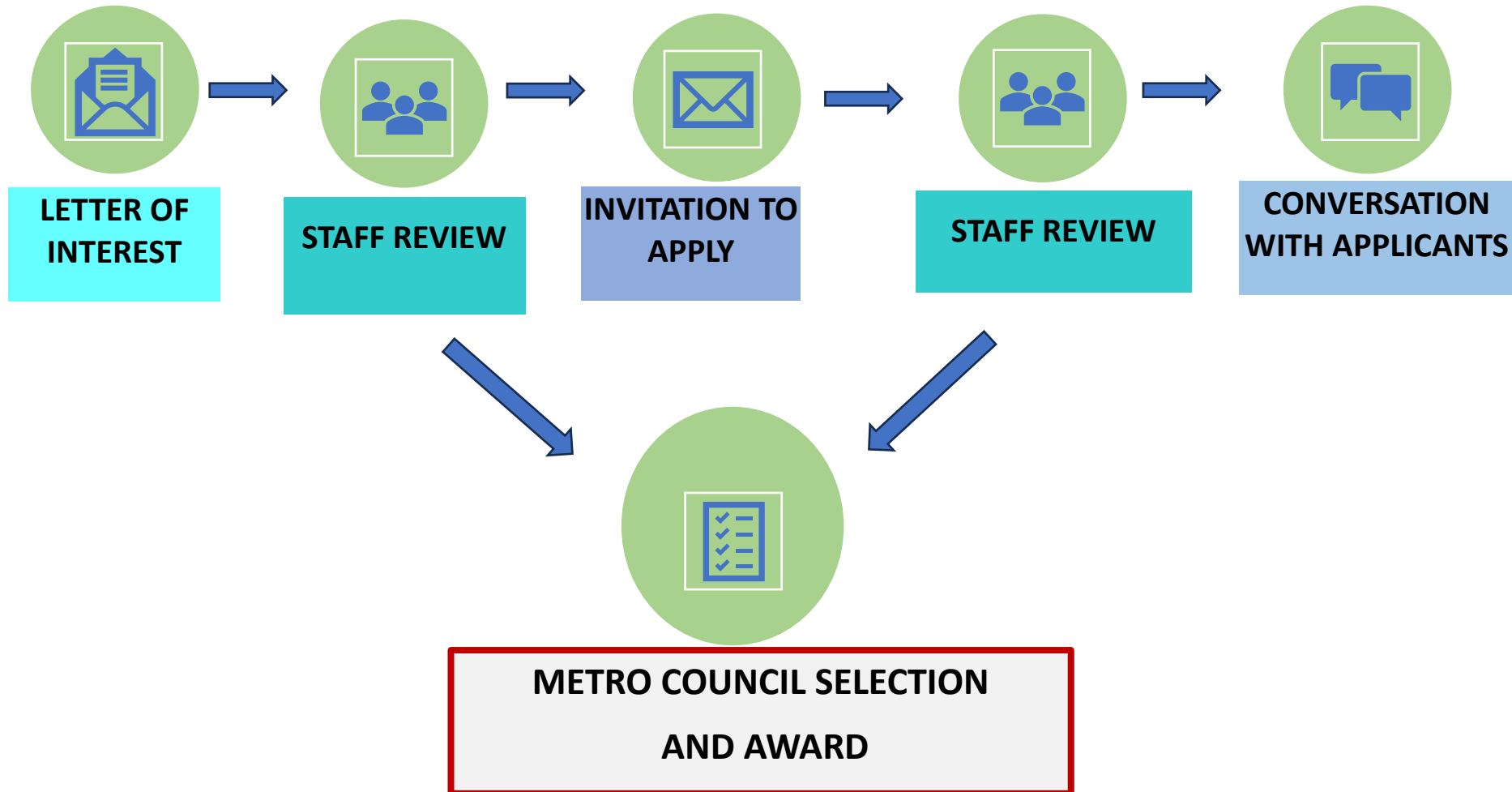
\$30 million for investments in capital projects that deliver nature uplift and address housing, transportation and workforce creation

Council approved program handbook emphasized projects must:

- Be driven by community engagement and community interests
- Catalyze investments in transformative regional-scale projects that increase access to nature for people in urban areas and/or improve the resilience of urban natural areas
- Leverage public/private investments in affordable housing, transit and connections to local or regional parks
- Be the result of a partnership with other public agencies and private organizations



Process overview



Large scale community visions applications



PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

East Portland Nature
Center



COMMUNITY DEVELOPMENT
CORPORATION OF OREGON



Foodways
Corridor

Kellogg Creek Restoration
and Community
Enhancement



AMERICAN
RIVERS



CITY OF MILWAUKIE



NORTH
CLACKAMAS
WATERSHEDS
COUNCIL



Oregon
Department
of Transportation

Resolution 24-5445



- Allows Council to designate full \$10M award to the Kellogg Creek project



Future Council touchpoints



➤ Ongoing and regular updates on:

- Progress toward readiness to execute funding agreements for projects from both the pilot round and this round
- Finalization of funding agreements
- Submittal of letters of interest

Resolution No. 24-5445



For the purpose of approving funding for the parks and nature bond large scale community visions program



oregonmetro.gov



Reference Slides



Following Slides for Reference – to be used if
needed

Application evaluation criteria



- Public ownership of a capital asset
 - Project readiness
-



- Partnerships
- Match
- Connection with housing, transportation, workforce
- Community driven engagement
- Racial equity
- Habitat investment and climate resiliency

Application evaluations



	East Portland Nature Center - Bird Alliance of Oregon	Foodways Corridor – Rockwood Community Development Corporation	Kellogg Creek Restoration and Community Enhancement Project – North Clackamas Watersheds Council, City of Milwaukie, Oregon Department of Transportation, American Rivers
Amount requested	\$6.9	\$3.6M	\$10M
Public Owner	Medium - easement	Medium - easement	High – publicly owned land
Habitat Investment	High	Low	High
Connection to housing, transportation, or jobs	Medium	Low	High
Community Driven	Medium	High	High
Racial Equity	Medium	Medium	Medium
Project Readiness	Medium	Low	Medium



Metro

Ordinance No. 24-1523

Metro Council Hearing: December 12, 2024

Key Points

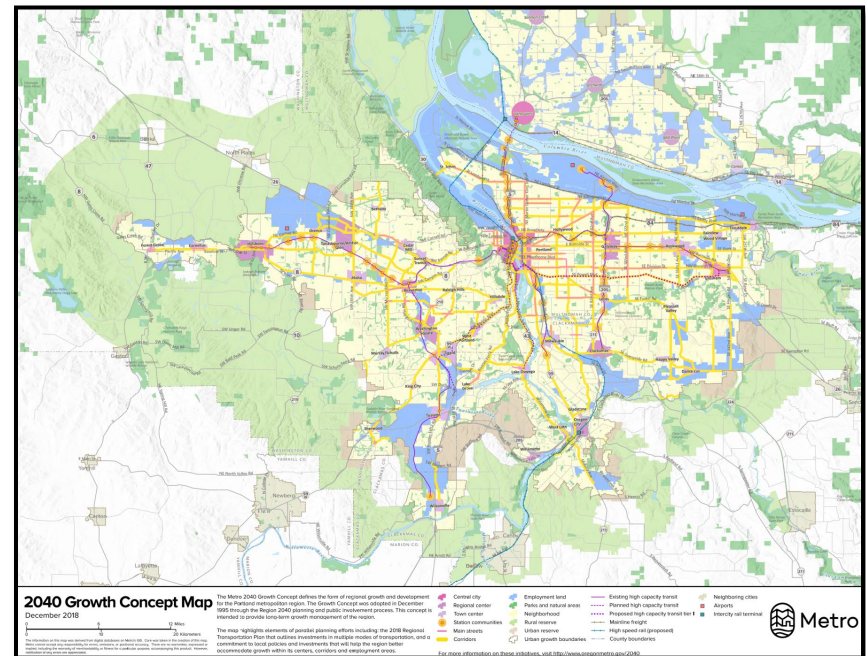
- Amends text of Title 6 of the UGMFP (Metro Code Chapter 3.07)
- Fulfills requirements in OAR 660-012-0012(4)(d)
- Limited in scope
- Recommended for approval by MTAC and MPAC

Background Part 1: CFEC

- “Climate Friendly and Equitable Communities”
- State initiative to:
 1. Reduce greenhouse gases
 2. Improve social equity in transportation services and community health, safety, and livability
- Denser, transit-oriented development, active transportation, and “greening” of urban spaces

Background Part 2: 2040 Growth Concept

- Long-range vision of regional urban form
- Growth Concept Map depicts that form
- Now part of Regional Framework Plan
- Advanced by Urban Growth Management Functional Plan

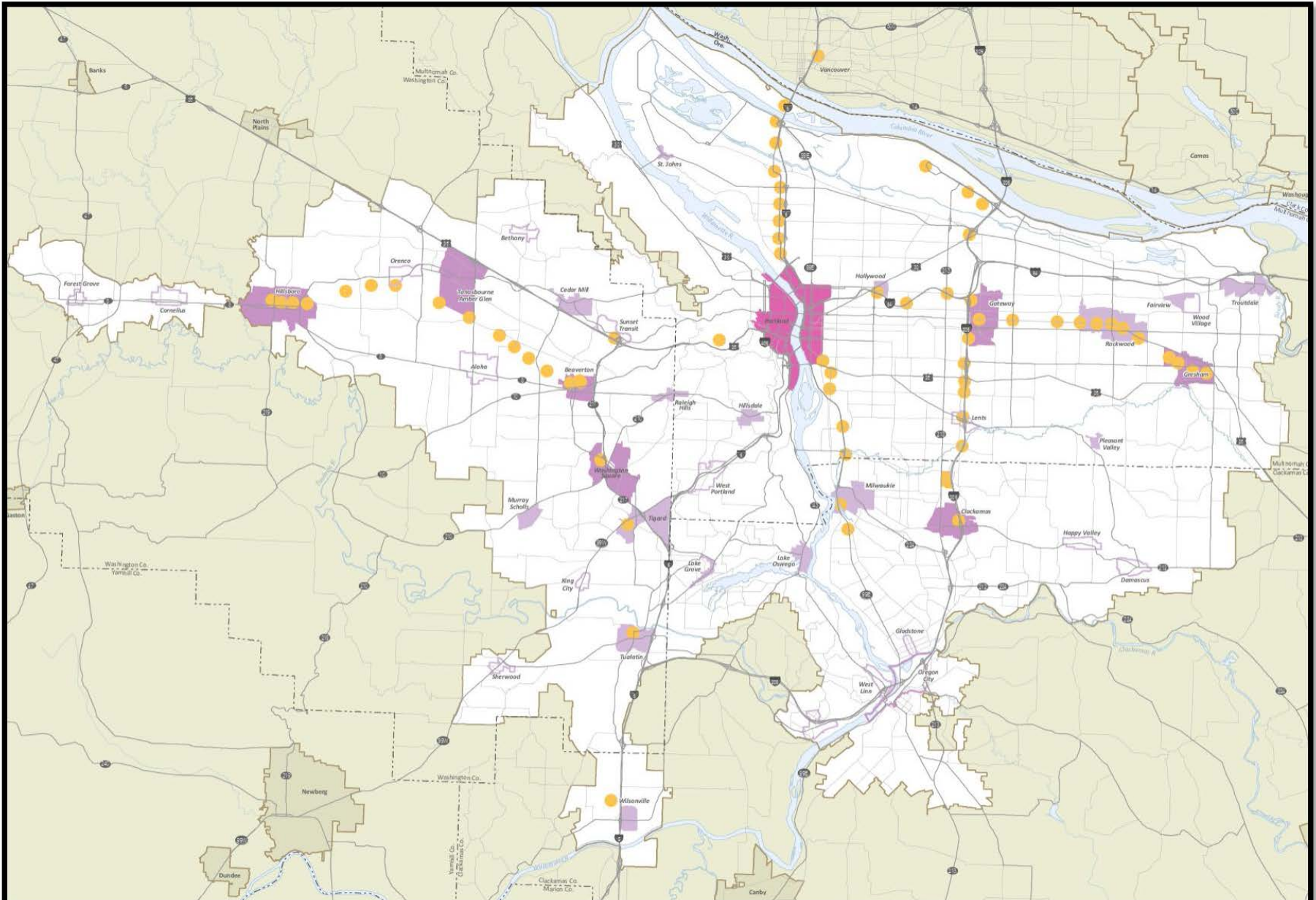


Background Part 3: 2040 Centers

Three types of centers:

- Central City
- Regional Centers (8)
- Town Centers (32)





Title 6, Centers, Corridors, Station Communities and Main Streets, Adopted Boundaries

October 2014

0 1 2 4 miles

The information on this map was derived from digital data on file at Metro. Data was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or inaccuracies. There are no warranties, expressed or implied, including the accuracy, completeness, or fitness for a particular purpose, accompanying this product. However, neither Metro nor its employees are responsible for any errors or omissions.

CFEC and 2040 Centers

CFEC: Accelerate development and transformation of centers consistent with 2040 Growth Concept through...

- Motor vehicle parking management
- Provision of bicycle parking
- Street design prioritizing pedestrians, bicycles, and transit
- Enhancement of pedestrian crossings near transit
- Improvements to tree canopy
- Reporting on housing production

State requirements
on cities/counties
(not on Metro)

Title 6 Changes Under CFEC

Currently:

- Title 6 incentive approach to centers
- Center boundaries not required

CFEC Mandate:

- Title 6 requirement for boundaries of **urban-planned** centers
- General location in Growth Concept Map
- Boundaries to be adopted locally by end of 2025



Proposed Amendments

- **Fulfill CFEC requirements**
- Boundaries required for Central City, as well as Regional and Town Centers, if planned for urban uses
- **Boundaries to be adopted locally** by ordinance by 2025
- One jurisdiction per center is sufficient
- Timeframe for reporting to Metro
- Minor, non-substantive “clean up” amendments

Thank you!

Staff are available for questions.

